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Command Control

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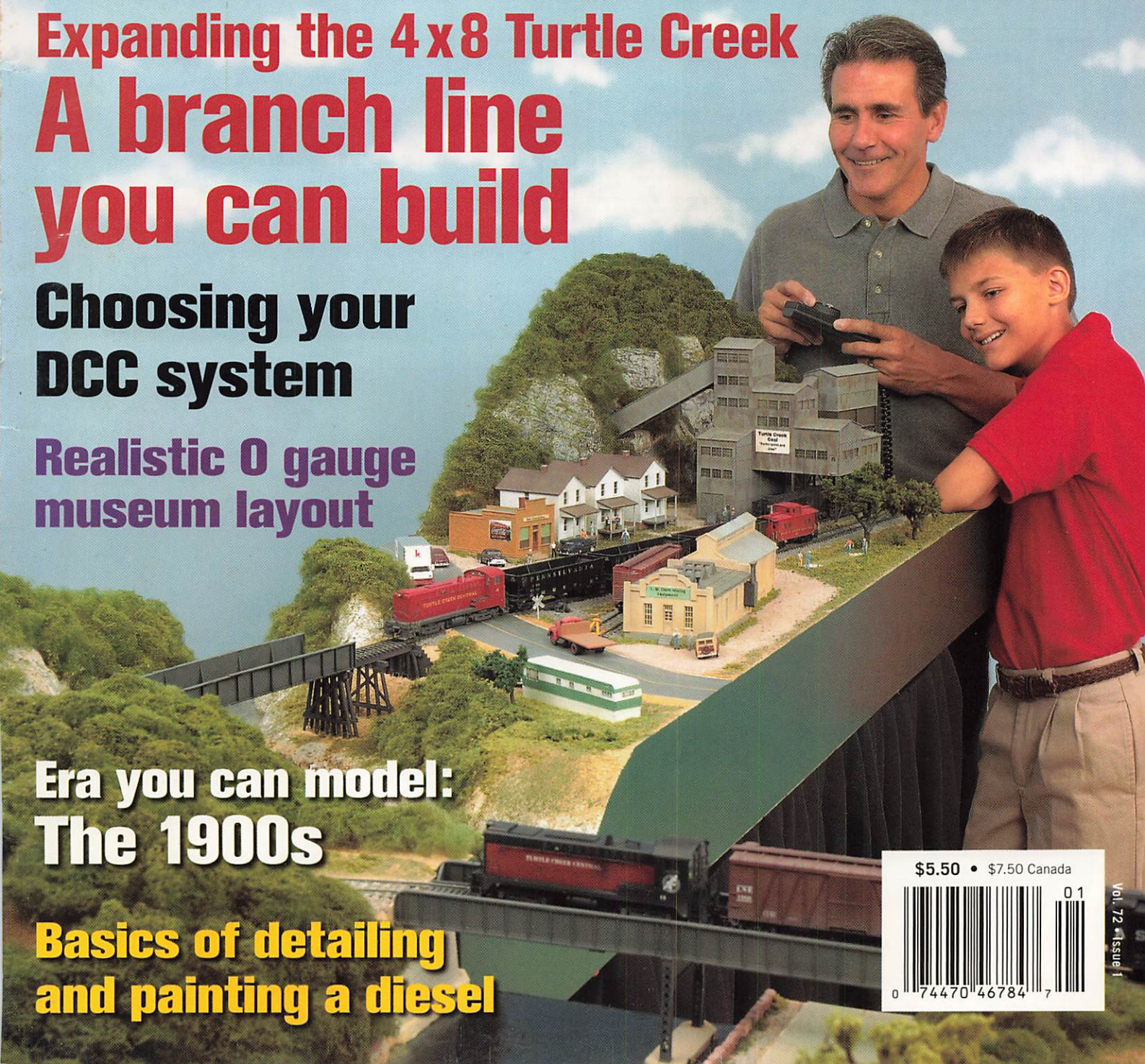
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Vol. 72 Issue 1

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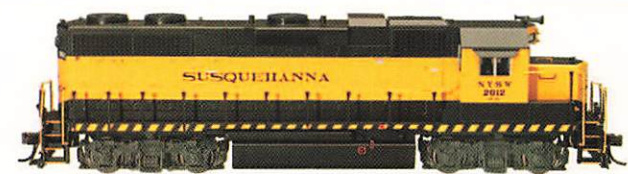
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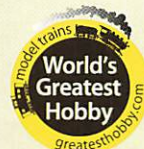
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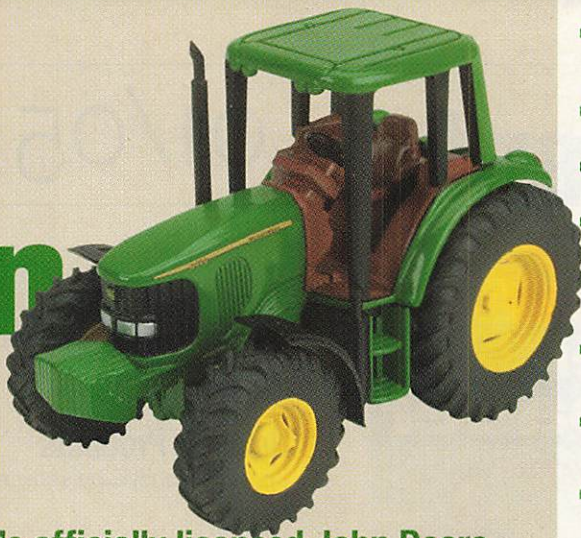


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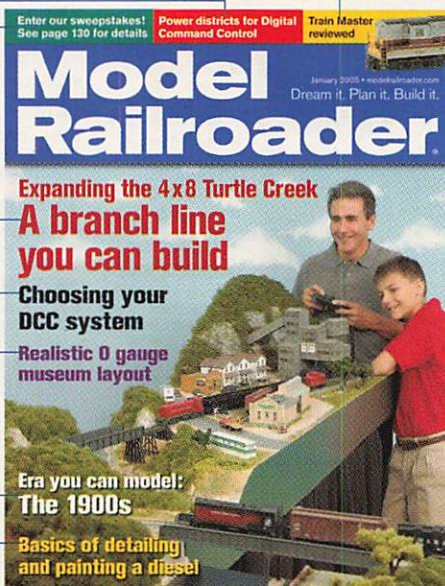
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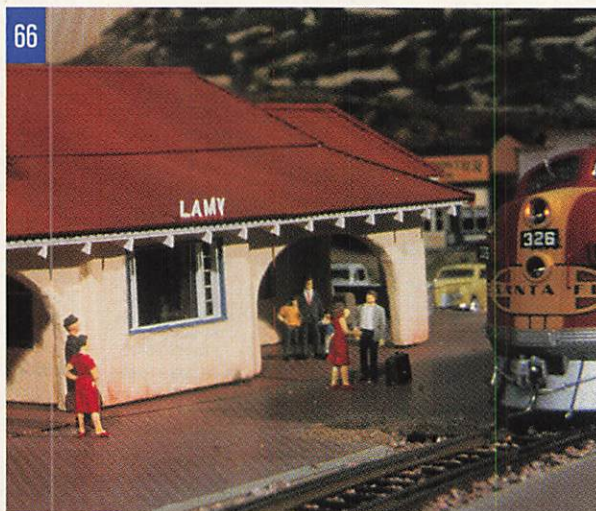
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On the cover: Jim Kelly begins a four-part series explaining how to add a branch line to a 4 x 8 – the Turtle Creek, in Jim's case. Bill Zuback photo



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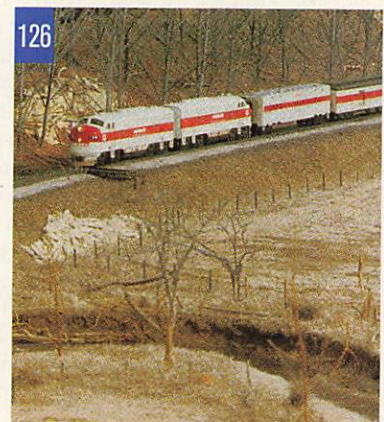
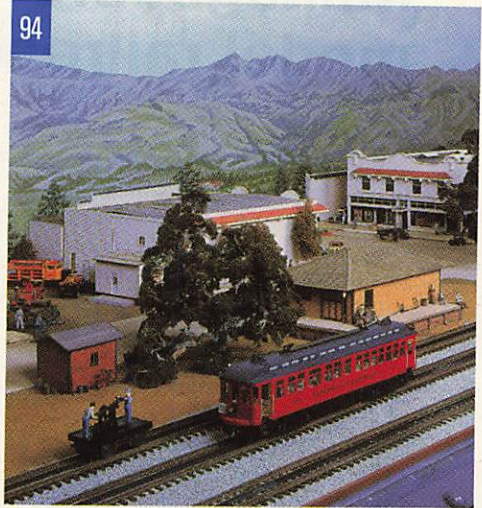
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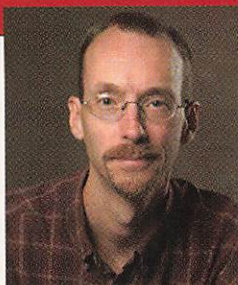


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Coming next issue: It's the summer of 1947 and big steam rules on Andy Schnur's HO Allegheny Subdivision of the Chesapeake & Ohio.

Guest editorial: Manageable model railroads



The longer I'm in the hobby, the more I favor building smaller layouts. There's a lot to be said for the enjoyment and sense of accomplishment a smaller model railroad can offer.

Many of the layouts we feature in the pages of *Model Railroader* are fairly large home empires or club railroads. Their complex designs, long main lines, and impressive scenic vistas are all very exciting and awe-inspiring. However, majestic layouts can seem downright overwhelming, especially to beginners.

The truth is that nearly all big model railroads are built over many years by people who were all once beginners themselves. And, most of them didn't start by tackling their "dream layouts" first.

Work small, dream big. I think that Iain Rice put it best in his book *Mid-sized & Manageable Track Plans* when he touched on the idea of "smaller railroads with a bigger scope." Iain suggests that you start with a realistic understanding of just how much model railroad you really have the time and money to build. A very wise set of words.

Though this approach may not immediately yield 10 miles of HO scale Rocky Mountain main line, there's a good chance that you may actually see trains running on your layout before you've paid off the mortgage on the house and find yourself moving to one of those warmer states where they don't have basements.

After having taken down three unfinished large model railroads of my own in the last 12 years (all because of moves), I was ready for a change. My new layout wasn't much bigger than a 7 x 7-foot L when I started it, but I'm amazed at how much fun it was to build and operate. And because of its size, I finally had time to do all those scenery and detailing projects I'd always planned for but

had never gotten around to on my big layouts. (For a few examples, see Step-by-step on page 52.)

I completed what I now call "phase one" in 16 months. The end result is that the finished and detailed scenes on this layout add so much life and depth to the model railroad that it seems twice as big as it really is.

This "work smaller" philosophy doesn't have to limit your dreams for expansion either. As a case in point, on page 60 of this issue we begin a four-part series that revisits our 4 x 8-foot HO scale project railroad, the Turtle Creek Central.

The original layout was featured in the January through April 2003 issues of MR, and this time around, author and former MR managing editor Jim Kelly expands it with a 2 x 6-foot branch line and coal mine. The cool part is that you could add something like this to just about any existing model railroad if you have the space, and it's a very focused project.

Following the rule of "manageable expansion," I've since added an extension to my own New Haven-themed N scale layout, which is now roughly a 10 x 10-foot U. During the expansion process I still have the finished portion of the layout I can enjoy and operate, but I also have new territory to work with. Moving at this pace, the entire project remains within reach each time I walk into the layout room.

David Popp, associate editor

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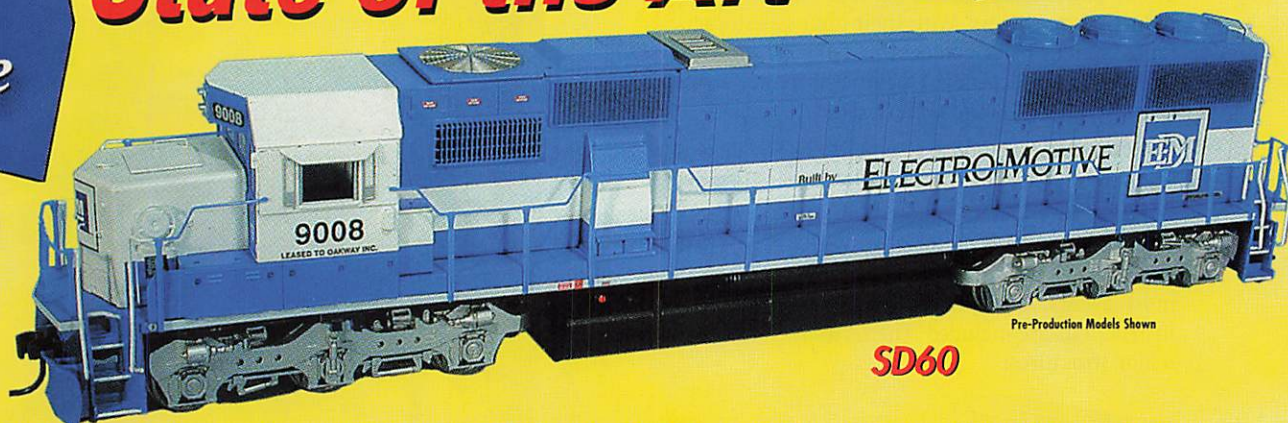


SD45T-2



HO
Scale

State of the Art



SD60

Pre-Production Models Shown

The SD45T-2 and the SD60 were developed to meet the operating challenges of the railroads using the best technology of their time. Although introduced by EMD over a decade apart, their goal was to provide cutting edge performance with the maximum possible horsepower. Athearn's Ready-To-Roll™ locomotive models prove once again why this line is the operator's choice in HO scale motive power. The SD45T-2 and SD60 HO scale locomotives are unsurpassed in their category. Each incorporates unrivaled execution of finish and detail. These new locomotives provide the model railroad hobbyist with the quality, reliability, robust performance and value that have been the cornerstones of Athearn locomotives for over fifty years.



91600 - Undecorated

SD45T-2

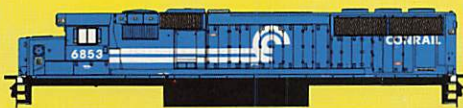


- 91602 - Southern Pacific #9173
- 91603 - Southern Pacific #9191

- 91604 - Southern Pacific #9224
- 91605 - Southern Pacific - no road #

- 91606 - Cotton Belt #9158
- 91607 - Cotton Belt #9261

- 91608 - Cotton Belt #9290
- 91609 - Cotton Belt - no road #



SD60



- 91652 - Conrail #6853

- 91653 - Conrail #6865

- 91654 - Conrail #6841

- 91655 - CSX - YN3 - #8701

- 91656 - CSX - YN3 - #8704

- 91657 - CSX - YN3 - #8707



91650 - Std Cab - Undecorated

91651 - Std Cab - Undecorated - Conrail version



- 91658 - Norfolk Southern #6637

- 91659 - Norfolk Southern #6564

- 91660 - Norfolk Southern #6696

- 91661 - Oakway Leasing #9090

- 91662 - Oakway Leasing #9008

- 91663 - Oakway Leasing #9058



Athearn Ready to Roll™ HO Scale SD45T-2 & SD60 features:

- See through radiator intake grills (SD45T-2)
- Prototype specific lost wax brass air horns
- Five pole skew wound armature
- Hex drive line
- Nylon worm gear for whisper quiet operation
- Machined wheels
- DCC Quick Plug Technology
- Directional pre-wired head lights
- Separately applied metal grab irons & detail parts
- Molded Celcon handrails
- Flush mounted clear window glazing
- HTC truck side frames



Visit your favorite hobby retailer for the latest Ready-To-Roll releases and information on the availability of your favorite road names.

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Long before natural gas and electricity were common, the gas works generated "coal gas," or manufactured gas, to power street lamps, home appliances and industrial machinery. With their huge gas storage tanks, spindly bridge cranes and tall coke works, these impressive rail-dependent facilities were key elements in the industrial fabric of most cities.

Now, the coal gas industry comes to HO Scale with a brand-new collection of HO Scale Cornerstone Series® kits and accessories.

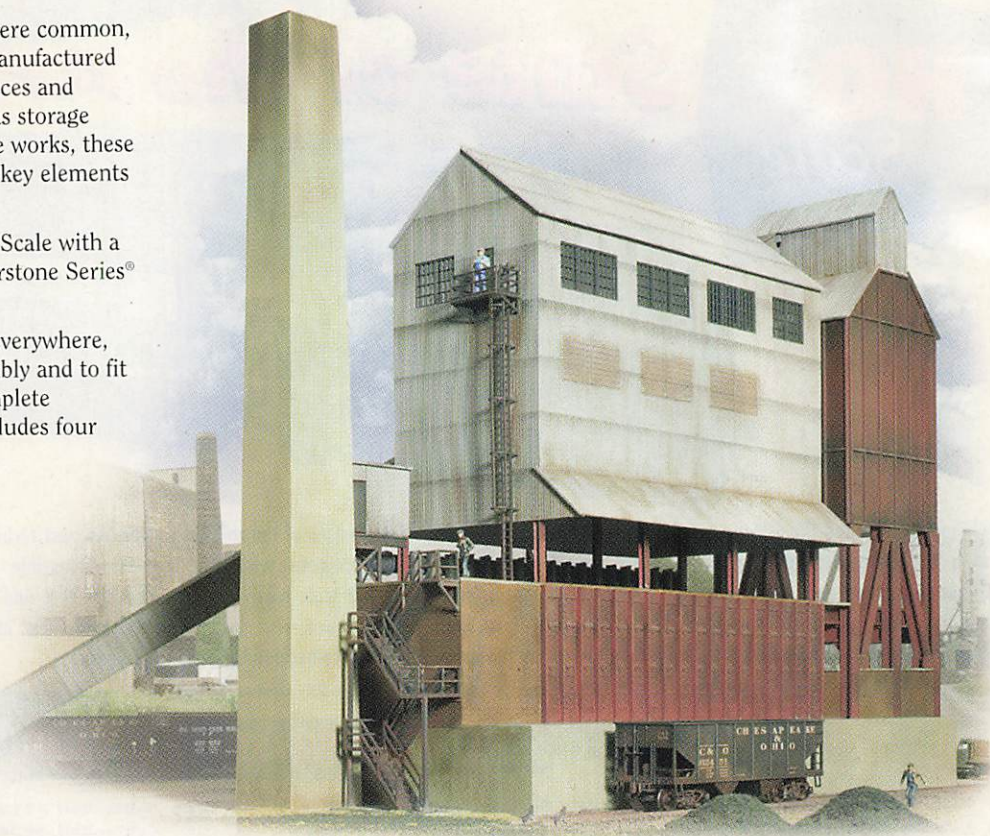
Typical of buildings found at gas works everywhere, each has been engineered for easy assembly and to fit most layouts. Appropriate signs and complete instructions are included. The series includes four major structures:



Coke Retort

To produce gas, coal was baked at high temperatures in huge vertical ovens. A large metal structure above housed conveyors and coal bins. With its detailed brick and steel parts, this unique structure says "heavy industry" in any scene. The kit includes ovens, the overhead building, covered conveyor and additional details.

933-2910 \$79.98, January 2005 delivery



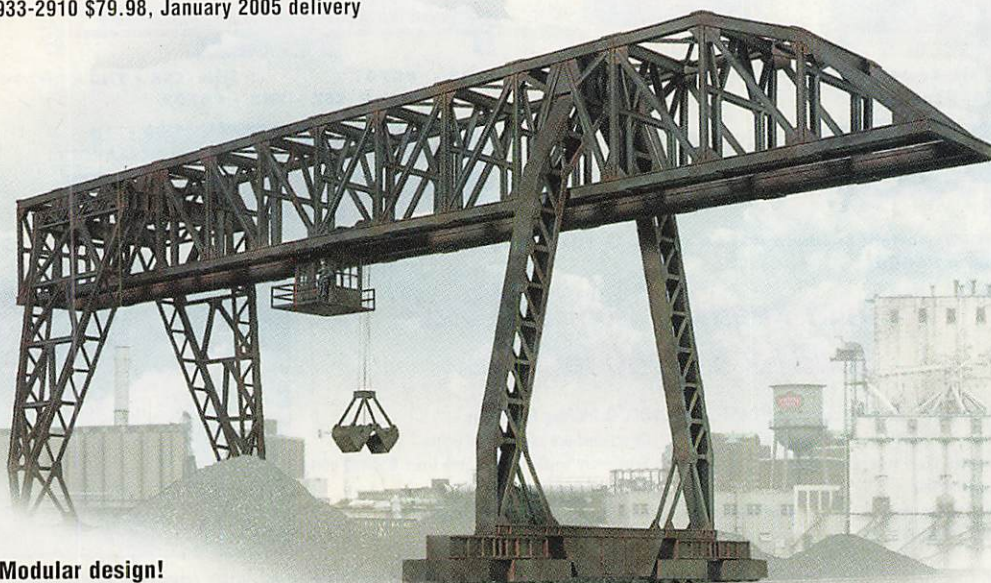
Bridge Crane

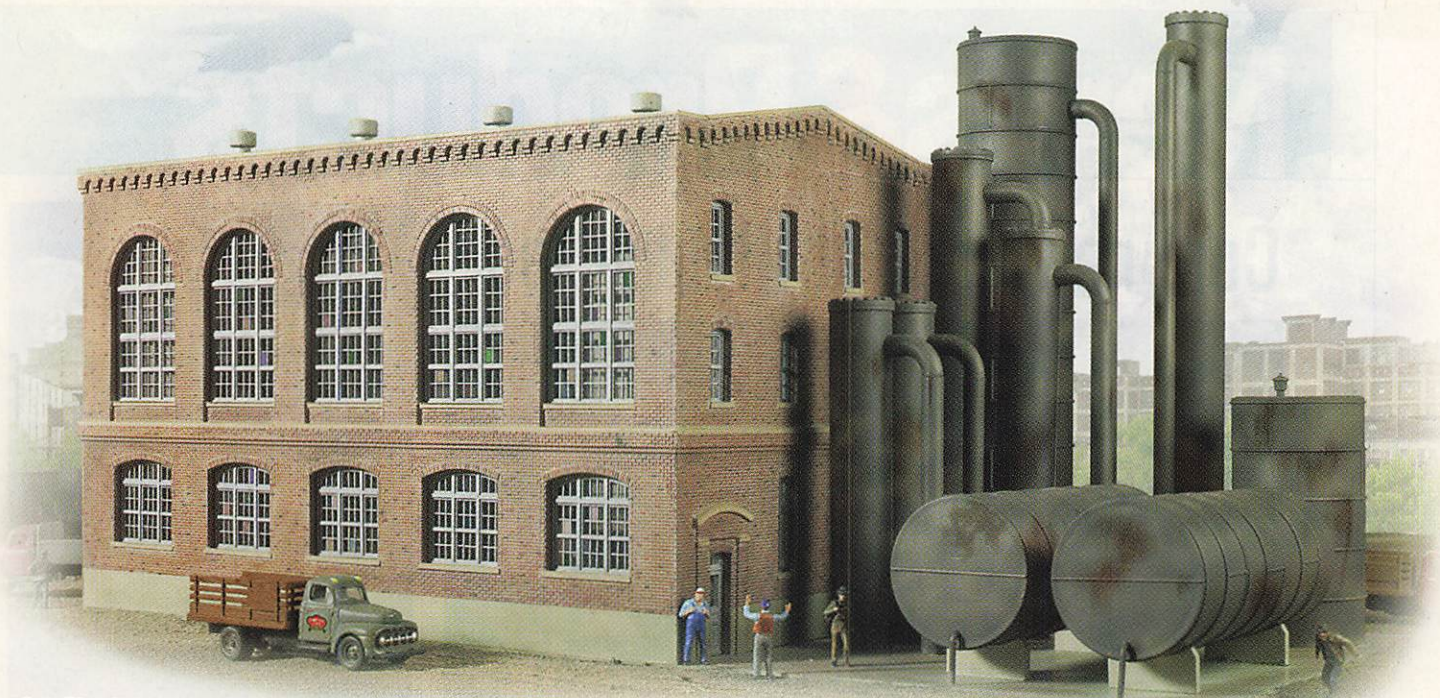
Many gas plants were located along waterways, which allowed coal to be delivered by ship. To reach into their holds, special bridge cranes with booms extending beyond the dock were used. These made quick work of unloading using a large clamshell bucket to stockpile coal nearby. This impressive kit has a modular design and additional parts so you can build a longer or shorter version to fit your available space. With its superbly detailed steel truss work, operator's cab, clamshell bucket, trolley and more, it will be a focal point of any scene. On the waterfront, it makes a great stand-alone coal dock fixture, and it's a natural at a steel works handling iron ore, coal and stone.

933-2906 \$59.98,
February 2005 delivery

Modular design!

Lengthen or shorten the Bridge Crane to fit your gas works or steel mill scenes!





Gas Plant

The new Gas Plant kit is a realistic blend of old and new. Cooling and cleaning of raw gas took place in pressurized steel tanks inside the brick structure—modernized plants had additional tanks outside. The kit is complete with a large brick main building with older-style arched windows with realistic thin frames. Alongside you'll find steel tanks that give the plant its unique identity.

933-2905 \$59.98, December 2004 delivery

Gas Storage Tank

The final stop in the gas-making process, these black giants dominated the city skyline and were the signature structures of any gas works. Intricately detailed and easy to build, this model is the first North American-prototype gas storage tank kit. A must-have for period city scenes, one or two can be used where space is limited to suggest a larger plant nearby.

933-2907 \$49.98, March 2005 delivery



USRA 55-Ton 2-Bay Hoppers

Coal was the life-blood of gas plants; even small operations used tons of it each day. These new ready-to-run Walther's Gold Line™ cars are perfect for building your coal-hauling fleet. The cars are complete with turned metal wheels and McHenry® knuckle couplers.

Six Car Sets, \$74.98, December 2004 delivery

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Delivery dates were accurate at press time. Preproduction models shown; some details may vary. Figures, vehicles and other accessories sold separately. ©2004 Wm. K. Walther's, Inc.

News & Products

Cool new stuff at iHobbyExpo



Kato was just one of many manufacturers announcing exciting new railroad products at this year's iHobbyExpo in Rosemont, Ill. Fred Jandt photo

The 20th annual iHobbyExpo was held October 14 through 17 at the Donald E. Stephens Convention Center in Rosemont, Ill. On display at the four-day event were an assortment of new model railroad products, several of which can be seen beginning on page 12. Many of the industry's leading companies used the event to showcase upcoming product releases.

► Highlighted in this issue

13 InterMountain N scale SD45T-2 diesel locomotives

14 Rapido Trains HO scale Bombardier LRC coaches

14 Athearn 1:50-proportion die-cast metal vehicles

16 List of manufacturers featured in News & Products

20 Overland Models HO scale EMD SD70ACe

- Kato USA Inc. announced a commitment to the future production of HO scale Electro-Motive Division F40PH diesel locomotives and will be releasing HO Pullman-Standard bi-level commuter cars.

- Woodland Scenics introduced new product lines, among them were AutoScene HO scale vehicles with drivers and passengers, Built-N-Ready HO structures from its Design Preservation Models line of kits (page 15), and Mod-U-Rail Modular System.

Atlas signs agreements with UP and CSX

Atlas Model Railroad Co. and Atlas O, LLC, have signed a licensing agreement with Union Pacific. The agreement covers current UP trademarks as well as those of predecessor railroads, such as Chicago & North Western, Missouri Pacific, and Southern Pacific.

"This agreement launches a new relationship between the Atlas companies and Union Pacific – a significant step forward that allows for

Bowser buys Stewart Hobbies

Model train manufacturer Stewart Hobbies, Inc., of Chalfont, Pa., has been purchased by Bowser Manufacturing Co., Inc., of Montoursville, Pa. The sale was announced jointly by the two companies on October 19, 2004. Stewart Hobbies was founded in 1984 by Steve and Terry Stewart and offered HO scale locomotives and freight cars.

Bowser announced that it plans to continue producing Stewart's extensive product line under the original brand name. For more information, contact Bowser Manufacturing, 1502 Jordan Avenue, P.O. Box 322, Montoursville, PA 17754, or visit its Web site at www.bowser-trains.com.

- Athearn displayed samples of its new 1:50-proportion die-cast metal vehicle line. Models included fire pumper trucks, tractors, and delivery trucks, all based on the Ford C cab-over-engine design (page 14).

- InterMountain showed pre-production samples of its N scale SD45T-2 diesel locomotives. The new models will be offered with two cab styles (page 13).

Next year's iHobbyExpo will be held October 20 through 23 at the Los Angeles Convention Center in Los Angeles, Calif.

cooperation while preserving company brand identity," said Dick Maddox, chief executive officer of Atlas. "We are pleased to report that we were able to negotiate a positive agreement with Union Pacific."

Atlas and Atlas O also signed a licensing agreement with CSX Corp. Two of the railroad trademarks protected under the CSX licensing program include Baltimore & Ohio and New York Central.



HO scale Electro-Motive Division SD60 diesel locomotives: Athearn Trains displayed preproduction samples of its new Electro-Motive Division SD60 diesels at the iHobbyExpo. The model, made from new tooling (not an upgraded Rail Power Products shell) will feature a Digital Command Control-decoder quick plug, five-pole skew-wound motor, and directional lighting. Road names will include Electro-Motive Division/Oakway Leasing, Conrail, Conrail Quality, CSX, and Norfolk Southern. The Ready-to-Roll models will sell for \$99.98 each.

Hornby acquires Lima/Rivarossi

In March 2004 Hornby PLC, U.K., offered eight million Euros (approximately \$10 million) to acquire assets from Lima, a model railroad manufacturer based in Vicenza and Brescia, Italy. The Court of Brescia in Italy recently signed a decree that will allow the liquidators of Lima's assets to accept Hornby's offer.

Hornby intends to maintain Lima's current product lines, which include Rivarossi (HO scale based on North American and Italian prototypes), Arnold (N scale with an emphasis on European prototypes), Jouef (HO scale with a focus on French prototypes), and Pocher (die-cast metal automobile kits). Hornby also announced that it will concentrate on improving sales and distribution in European markets, and the firm plans to outsource manufacturing to China to help reduce production costs. For more information visit Hornby's Web site at www.hornbyrailways.com

New online product at MR

Getting the model railroading information you need has never been easier thanks to Information Station, a new online service at modelrailroader.com.

Taking some of the best information, how-to, and track plan articles from *Model Railroader* magazine, we've bundled them into PDF documents that you can purchase and download directly to your computer. You can then use the information to start working on your model railroad right away!

Information Station contains content from all facets of our hobby, including track plans, painting and decaling techniques, weathering and much more.

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GC Laser Innovations announces exclusive distributor

Manufacturer of N and HO scale laser-cut wood structure kits, GC Laser Innovations has named Destination Hobby Center, 525 N. Milwaukee Ave., Libertyville, IL 60048, its exclusive distributor. To see GC Laser Innovations' product line, visit the firm's Web site at www.gclaserinnovations.com.

Athearn kit-production schedule

Athearn Trains has announced the production schedule for its line of easy-to-build HO scale kits. To view the list of upcoming kits, visit Athearn's Web site at www.athearn.com/Media/NewKits.pdf

Zimo decoder upgrade feature

Zimo has announced that as of September 2004, the firm's new Digital Command Control (DCC) decoders will include a user-activated software-upgrade feature. Modelers using Zimo DCC systems will be able to update decoder software simply by downloading the information from the firm's Web site. The update is then completed on the DCC programming track

without having to remove the decoder from the locomotive.

To take advantage of the new program, Zimo users need a PC with a serial port, internet access, and a Zimo MXDECUP decoder update module. Prices haven't been set. For more information contact Model Railroad Solutions, 1195 Velrose Dr., Kelowna, B.C., Canada V1X 6R7, or visit www.mrsonline.net.

iHobbyExpo show report



HO scale locomotives

Electro-Motive Division SD45T-2 diesel locomotives. Southern Pacific, St. Louis Southwestern (Cotton Belt), and undecorated. Digital Command Control-decoder quick plug, five-pole skew-wound

armature motor, and see-through radiator intake grills. \$104.98 each (undecorated \$99.98 each). Ready-to-Roll. Athearn Trains

Electro-Motive Division E6 and E3 diesel locomotives. E6s: Atchison, Topeka & Santa Fe A-B set; Atlantic



HO scale Electro-Motive Division SD40-2 diesel locomotives:

Broadway Limited Imports displayed samples of its new HO scale SD40-2 diesel locomotives. The models will feature a QSI Quantum sound system, five-pole can motor with flywheel, and die-cast metal frame. Road names will include Kansas City Southern, Burlington Northern, Burlington Northern Santa Fe (BN unit with BNSF patch), CSX, Helm Leasing (patched out BN and Milwaukee Road units), Milwaukee Road, Norfolk & Western, Union Pacific, and undecorated. The models will sell for \$249.99 each.

Atlas O to release GP60M and GP60B

Atlas O will be releasing Electro-Motive Division GP60M and GP60B diesel locomotives beginning in January 2005. The ready-to-run models will feature a die-cast metal chassis, fuel tank, trucks, and pilots; metal handrails and grab irons; dual motor with flywheels; and prototype-specific details. Road names will include Atchison, Topeka & Santa Fe; Burlington Northern Santa Fe (warbonnet and Heritage I); and undecorated. Two-rail DC models with internal connections for a Digital Command Control (DCC) decoder, \$439.95; two-rail models with Lionel TrainMaster command control, \$479.95; and two-rail unpowered models, \$229.95. Atlas O LLC, 378 Florence Ave., Hillside, NJ 07205; www.atlaso.com

Coast Line A-B set; Baltimore & Ohio A-B set; Chicago & North Western A unit; Illinois Central A-A set; Louisville & Nashville A unit; Milwaukee Road A-A set; Rock Island A unit; Seaboard Air Line A unit; Southern Ry. A-B set; Union Pacific A-A set; and UP A-B-B set. E3s: Kansas City Southern and Rock Island A units. Five-pole can motor with flywheel, QSI Quantum sound system, and die-cast metal frame. Powered E6A and B chassis with QSI Quantum sound system also available. A units \$259.99, A-A sets \$499.99, A-B sets \$329.99, and A-B-B sets \$549.99. Broadway Limited Imports

Pennsylvania RR K4 4-6-2 steam locomotives. With slatted and cast pilots. Die-cast metal construction, extra pair of drivers with traction tires, and separately applied detail parts. Without sound \$299, with QSI Quantum sound system \$450. Paragon Series Platinum. Broadway Limited Imports

Electro-Motive Division FP7A diesel locomotives. Phase I models include Atlantic Coast Line, Canadian Pacific, Chicago & Eastern



N scale Electro-Motive Division SD45T-2 diesel locomotives: InterMountain Railway Co. had preproduction samples of its new Electro-Motive Division SD45T-2 diesel locomotives on display. The models will be offered with either a standard cab or an L-window cab and will feature etched-metal radiator air intake screens and fan covers. Price and road names will be announced at a later date.



HO scale Electro-Motive Division SD60M diesel locomotives: Overland Models had a wide range of new brass models at its booth, including Electro-Motive Division SD60M diesel locomotives decorated for Burlington Northern. The factory-painted models are available with two- and three-window cabs and feature headlights and small strobe lights on the front pilot. The SD60M models are offered in multiple road numbers and are priced at \$920 each.



HO scale Chicago, Burlington & Quincy waycars: New from Railway Classics are these HO scale Chicago, Burlington & Quincy waycars. The brass models include an NE13 waycar, silver with red stripes (\$290); an NE12 waycar, orange (\$290); and an NE10 waycar, mineral red (\$285).

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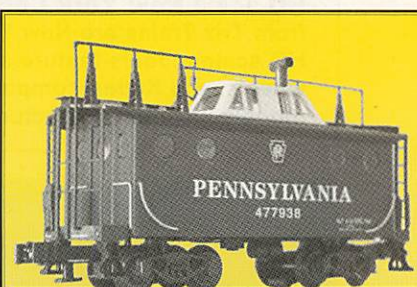
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HO scale Bombardier LRC coaches: Rapido Trains offers these Bombardier LRC coaches in HO scale. The models feature a one-piece thin-wall resin body; metal wheelsets; etched-metal doors, louvers, loudspeakers, marker-light housings, stirrup steps, and underbody vents; toilet retention-tank castings; and operating diaphragms. The coaches are offered as unpainted kits; decals for Amtrak and VIA Rail are available separately.



HO scale New York Central 19000-series cabooses: New from Trix Trains are New York Central 19000-series cabooses. The HO scale models feature a die-cast metal floor, RP-25 metal wheels, and Kadee-compatible knuckle couplers. The ready-to-run models have a manufacturer's suggested retail price of \$44 each.



1:50-proportion die-cast metal vehicles: Athearn Trains now offers a line of 1:50-proportion die-cast metal vehicles. The models include a delivery truck, tractor, and pumper fire truck based on the Ford C prototypes. The ready-to-run models are each offered in four paint schemes and are priced between \$24.98 and \$34.98.

Illinois, Florida East Coast, Louisville & Nashville, Milwaukee Road, Northern Pacific, and Southern Ry. Phase II models decorated for Amtrak, Pennsylvania RR, and Southern Pacific. Without sound \$129.95, with sound \$199.95. InterMountain Railway Co.

HO scale passenger cars

Bi-level commuter cars. Four-window cab-coaches decorated for Amtrak and Chicago & North Western. Six-window coach painted for C&NW and Chicago Regional Transit Authority. Four-window coach lettered for Amtrak and C&NW. Mid-year 2005. Kato USA Inc.

Passenger trains. New York Central 1948 and 1950s *20th Century Limited*. Factory-painted brass models with detailed interiors. Eight-car sets. \$3,660 each. Railway Classics

United Aircraft TurboTrain. Amtrak (two paint schemes); Canadian National; New York, New Haven & Hartford/Department of Transportation; Penn Central; and VIA Rail. Two power dome cars and one intermediate car. Both power dome cars feature five-pole skew-wound motors with flywheels. Other features include prototype-specific details, sprung single-axle intermediate trucks, full-width operating diaphragms, detailed interiors, and flush-fitting tinted windows. \$399.95 per three-car set. Ready-to-run. Rapido Trains

HO scale structures

Laser-cut wood structures. Section tool house, material house for signal maintainer (without motor-car stall), and outhouse, \$29.95; material house for signal maintainer (with motor-car stall) and outhouse, \$29.95; and four-room section house and outhouse, \$34.95. Kits feature interlocking parts, doors, windows, and peel-and-stick trim. Based on Atchison, Topeka & Santa Fe prototypes. InterMountain Railway Co.

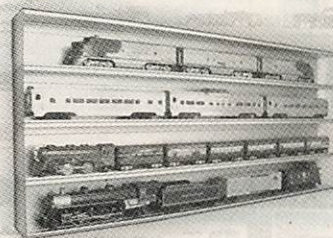
Depot kit. Injection-molded plastic kit. Features agent's bay window, covered end platform, and attached baggage room. Measures 4 7/8" x 5 7/8" x 17 1/2". \$39.98. Cornerstone Series. Wm. K. Walther, Inc.

HO scale details and accessories

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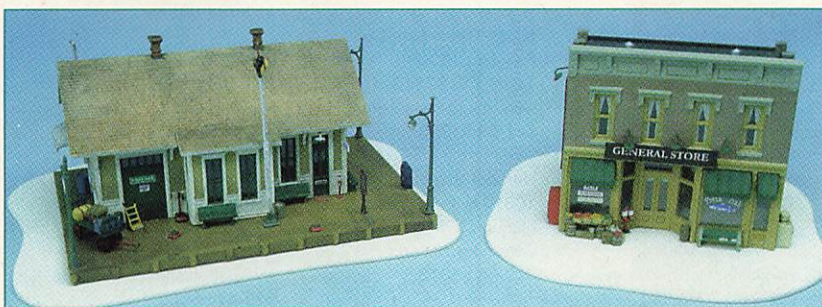
www.showcase-express.com



HO scale automobile carrier: New at the Lonestar Models booth was this HO scale automobile carrier. The ready-to-run vehicle features a Ford L9000 tractor produced by Herpa and an automobile carrier capable of holding up to nine vehicles. The plastic-and-brass model is decorated for Allied Systems and is offered in two numbers. Only 400 models will be produced.



HO scale lightweight passenger trains: The Coach Yard displayed samples of its HO lightweight passenger trains. The firm's new factory-painted brass trains are decorated for Missouri Pacific and Denver & Rio Grande Western's *Colorado Eagle* and Union Pacific's *City of Portland*. A ten-car set decorated for the *Colorado Eagle* sells for \$4,450; the price for the ten car *City of Portland* has yet to be announced. Individual models are also available.



HO scale assembled structures: Woodland Scenics now offers a line of assembled structures in HO scale. The buildings, part of the firm's Built-N-Ready line, are Design Preservation Models structures that come fully painted and detailed. The first models offered in the new line include the Dansbury Depot, Lubener's General Store, and Harrison's Hardware (not shown).

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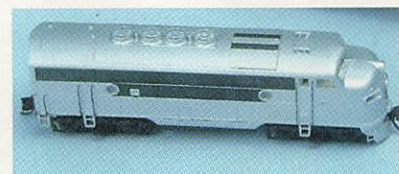
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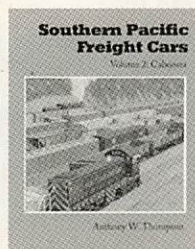
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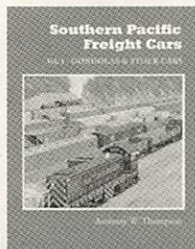
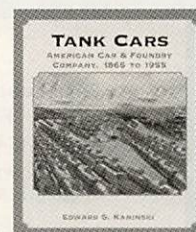


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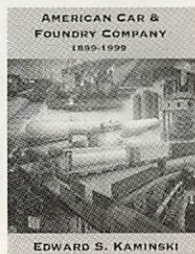
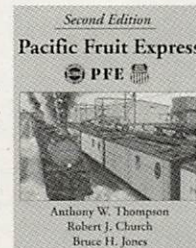


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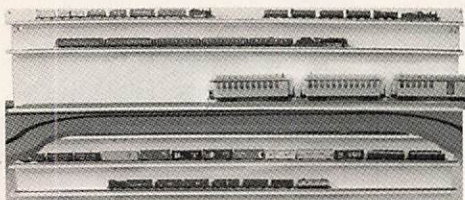
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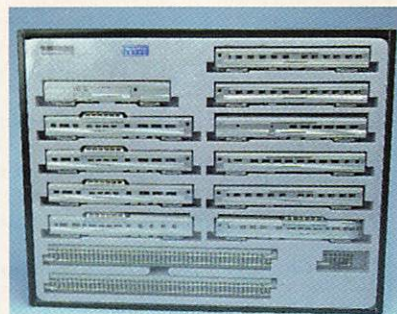
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N scale freight cars



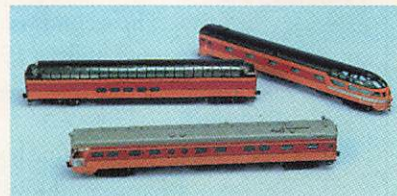
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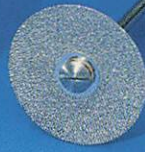
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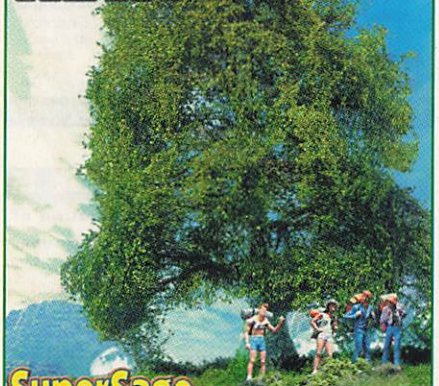
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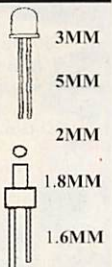
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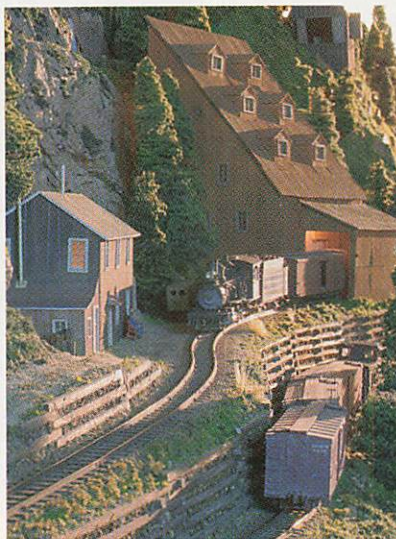
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Steve Crise

A ninety-nine

The picture of the Rio Grande Southern way freight switching Butterfly Mill on page 60 of the November issue [and above] is drop-dead beautiful, and in my opinion one of the best you've ever published. Congratulations to layout builder Steve Harris and photographer Steve Crise. The grades, curves, tight spaces, equipment, structures, scenery, and lighting are all outstanding and in the league of master photographer Allen McClelland. On a scale of one to one hundred, this RGS shot deserves a ninety-nine.

Dave Chornell

Edmonton, Alta., Canada

Bigger than he thinks

Jeffrey MacHan's article "A layout built to travel" in the November issue was fascinating. But when he said that his Z scale spread was "the equivalent of a 32-square-foot HO layout," a bell clanged in my head. There is no way the amazing Val Ease Central could be crammed into the equivalent of a 4 x 8-foot HO layout.

The proportion of Z scale is 220:1, while HO scale is 87.1:1. Dividing 220 by 87.1 gives 2.53. Therefore HO requires 2.53 times as much area for the equivalent of a Z scale layout. Multiplying the dimensions of Jeffrey's layout by 2.53, a width of 2.25 feet x 2.53 = 5.69 feet, and a length of 8 feet x 2.53 = 20.24 feet. Multiplying 5.69 x 20.24, we find that the equivalent HO layout would require about 115 square feet.

Can anyone tell me where to find three suitcases measuring about 6 x 6½ feet?

Keith Kunde

Independence, Ohio

Passenger possibilities

Terry Thompson's November editorial on the possibilities of passenger operation reminded me of some less-publicized passenger train practices. In their later years some banner passenger trains had a Flexi-Van car among the head-end equipment or a piggyback flat bobtailed on the rear end. Lesser trains were tasked to pull a few cars of high-priority overnight freight such as produce, meat, or sealed mail.

I also enjoyed Robert Warren's article "Ahead of its time." Having grown up in the Midwest and actually operated into Albert Lea as a trainman reminded me of a unique operating feature from that locale. The Illinois Central local that ran from Waterloo to Albert Lea in the '60s always had a Minneapolis & St. Louis locomotive in its consist. I was told this practice was to satisfy a very old Minnesota law which forbid the ICRR from operating in that state.

Mike Porter, Parkville, Mo.

Empty nester

May I add another reason for passenger train modeling becoming more popular than in the past. Our kids are grown and living on their own, so as "empty-nesters," we moved into a new home with a full basement. In our previous home, I didn't have space to model passenger service. Now I have room for those 30" or larger curves and long enough runs to feel like a train is actually going somewhere.

I bought my Stewart Warbonnet F7s (A-B-B-A, all powered) more than 14 years before I had the space to operate them prototypically with a correct passenger train consist. The desire has always been there. Now that I have the space, I can make it happen.

Steve Moore

Salt Lake City, Utah

Modeling what he rode

I agree with your editorial on passenger operations. I've always had a soft spot for passenger



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322	SOUND #1453 w/slatted pilot, headlight on smokebox front, short lettering, HO
323	SOUND Slatted pilot, headlight on smokebox front, unlettered, HO
324	SOUND #5451 w/slatted pilot, generator on smokebox front, HO
325	SOUND #7279 w/slatted pilot, generator on smokebox front, HO
326	SOUND Slatted pilot, generator on smokebox front, unlettered, HO
327	SOUND #5418 w/cast pilot, generator on smokebox front, HO
328	SOUND #1361 w/cast pilot, generator on smokebox front, HO
329	SOUND Cast pilot, generator on smokebox front, unlettered, HO



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339	NO SOUND, same deco as #325, HO
340	NO SOUND, same deco as #326, HO
341	NO SOUND, same deco as #327, HO
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trains, even to the point of enduring jabs from fellow modelers, but I always reply by asking, "How many hours have you spent riding freight trains?" That usually puts an end to the quips.

I also appreciated John Pryke's article on improving freight cars, on page 67. Some other suggestions would be to replace thick, out-of-scale running boards and brake steps, and to replace any clunky kit brake wheels with some of the finer parts now available.

*Gary L. Gross
 Groveport, Ohio*

Eloquent

Sometimes I have difficulty reading Tony Koester's rambling columns to the finish. Such was not the case with the November issue where he did such a good job of summarizing the virtues of John Allen and John Armstrong. His column was truly a masterpiece of eloquence. I wonder if such pillars as the two Johns he speaks of only come along once in a generation? Both Armstrong and Allen were masters at their craft.

Ramon Lora, Salem, Ohio

Corrections

Our December review of the East Stroudsburg tower kit from the N Scale Architect said that \$5 would be donated to the preservation of the prototype tower for every kit sold. In fact this applies only to kits purchased directly from the manufacturer. — *Andy Sperandeo, executive editor*

Last month's review of Märklin's American HO starter set incorrectly stated that the Alco PA-1 locomotive has truck-mounted couplers. Actually, the coupler pocket is neither part of the truck nor of the locomotive frame, but floats between the two. — *Kent Johnson, associate editor*

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmag.com. Please include your name, city, and state.

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Editor, *Model Railroader*, July 2004

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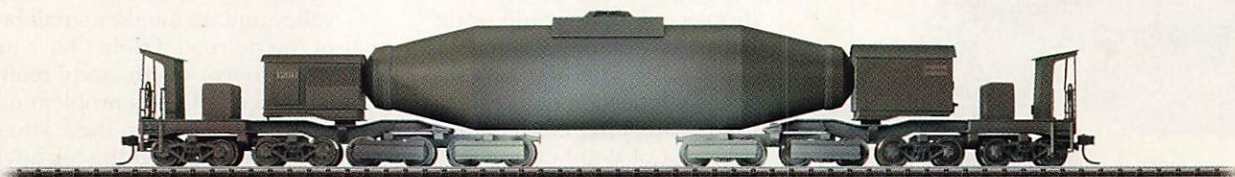
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


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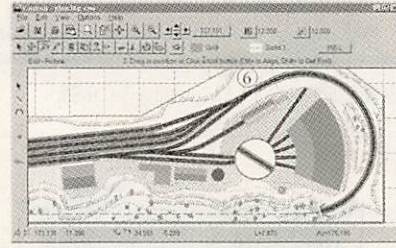


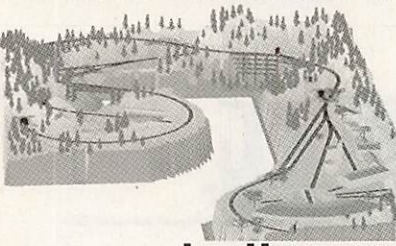
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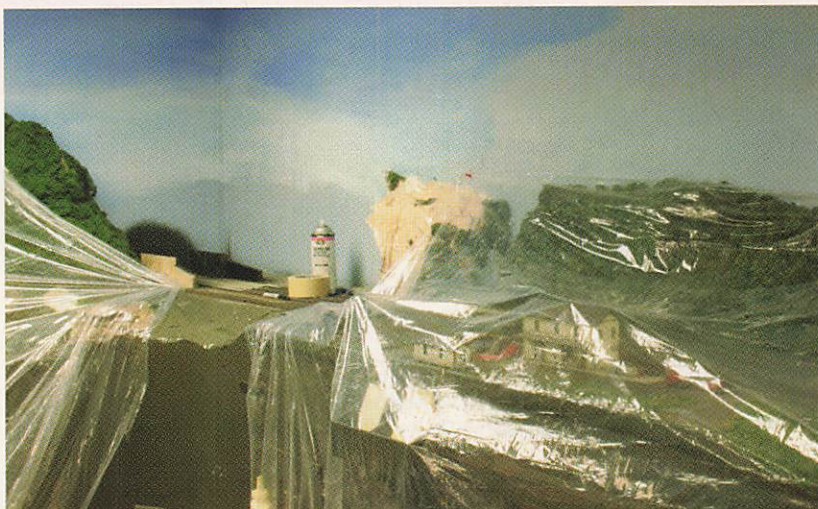
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Workin' on the Railroad

Building a yard in a tunnel



Last month, I described how I decided to tear down and rebuild sections of my HO scale Allegheny & Lackawanna Southern RR layout. Ripping out nicely finished scenery is not something to be taken lightly, but when I'm done, I'll have a layout that better represents West Virginia railroading.

I started by removing a coal mine loader and surrounding scenery from an area called Coalton Junction. Then I installed new benchwork with a plywood and Homasote base, and I extended the three original mine tracks toward a corner of the room where a mountain once stood.

With the early stages of the project complete, I could now turn my attention to painting my newly installed track. My airbrush would make short work of this project, but first I took the precaution of covering the surrounding area with plastic sheeting to protect the track, structures, and scenery from airbrush overspray. Any stray droplets of paint would settle harmlessly on the plastic.

At the suggestion of a reader, I used a small foam brush to apply a thin coat of Wahl's Clipper Oil on top of each rail before I sprayed on the paint. The layer of oil keeps the paint from sticking to the tops of the rails and makes cleanup much easier. After painting the track, I moved in with a clean rag wrapped around my index finger. To be

When you're making a major alteration to part of an existing layout, it pays to be careful. Before using his airbrush Lionel covered surrounding areas of finished scenery with plastic sheeting. Lionel Strang photos

honest, I wasn't sure this suggestion would work as well as the reader had claimed, but after a couple of feet I concluded this was just about the slickest way I'd found to clean up painted rail.

I ran my rag down each rail, and the paint came off without any problems. I then gave each rail a couple of more swipes with another clean rag to produce ready-to-use track with realistically colored rail. I'm sorry to say I don't remember the name of the fellow who passed along this excellent suggestion, but thanks very much whomever you are!

After the rail was installed and painted, I needed to figure out how to create scenery that would give the impression that this small three-track yard continued down a valley and up another small branch of the railroad. I didn't have much room to work with, and I really struggled with this problem until, as often happens in these situations, I was forced to seek advice from my wife, the lovely and very sensible Anne.

She asked me why I didn't simply have the tracks disappear into a tunnel. Feeling I had an opportunity to show off my superior knowledge of model railroading, I



Before airbrushing newly laid track, Lionel tried a tip from a *Model Railroader* reader and brushed oil on the railheads. The result? Cleaning paint from the rail tops was a snap.

grandly explained that having the tracks of a small junction yard disappear into a tunnel would seem very unrealistic.

Unimpressed, Anne said it would be unique to have the tracks disappear into a tunnel. Plus, she said, there are so many railroad anomalies in the Appalachians that three tracks disappearing into a very short tunnel might be plausible and would certainly be visually interesting. She also suggested a mirror at the end of the tunnel, just as Allen McClelland had installed a mirror in the passenger terminal of his original Virginian & Ohio RR.

I'm not sure how Anne acquired so much knowledge of the V&O, but the more I thought about Anne's idea, the better I liked it. I began making sketches of how the area might appear with large mountains on either side and the tracks following the natural gap between them as far as possible before resorting to a short tunnel blasted through a low hill of hard rock.

When I was satisfied with my sketches, I constructed the inside of the tunnel from 1 x 2 pine and plywood. I then modeled the angled concrete wing walls at the tunnel's entrance using pieces of 1 x 4 pine.

After gluing all of the tunnel pieces into place with yellow carpenter's glue, I covered the three tunnel tracks with masking tape and then painted the inside of the new tunnel and part of the wall behind it with flat black paint from a spray can.

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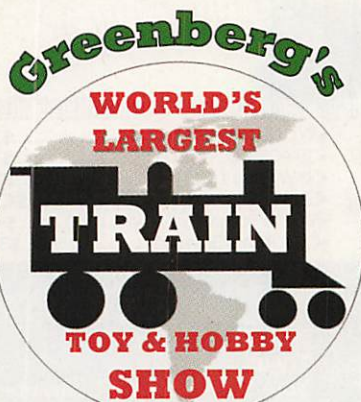
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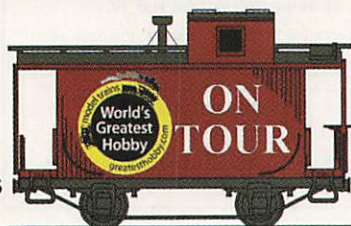
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Workin' on the Railroad



Lionel used plywood and pine boards to model the new tunnel's interior and its concrete wing walls.

You should never use spray paint in your train room unless it's well ventilated and you should always wear a protective mask. I use a respirator with replaceable filters and change the filters after three or four uses. The filters are reasonably inexpensive, and it's smart to protect yourself from potentially harmful fumes.

Next I placed a small mirror behind the tunnel and held it in place with another piece of pine glued to the Homasote subroad-bed. I discovered that getting the mirror perfectly straight is a bit tricky. After a few tries, I was happy with the result.

After I had the mirror in place, I ballasted the track using a mixture of Woodland Scenics fine- and medium-size cinders. I mixed the cinders in a small plastic tub and dumped them on the track with a spoon, spreading it out with a 1" brush. I fiddled with the ballast for awhile until I was happy with its appearance. Then I wet it down with a fine mist of water from a spray bottle with a couple drops of isopropyl alcohol added to help the water soak into the ballast. When the ballast was good and wet, I dribbled on a 50-50 mix of white glue and water. I let my ballast dry overnight and then rolled a car over the track to locate any wayward pieces of ballast.

This project has been progressing nicely. Next month I'll explain how I made my new mountain. But first I'm going to find out how much Anne knows about the V&O and, more important, figure out if she knows more about it than I do! **MR**

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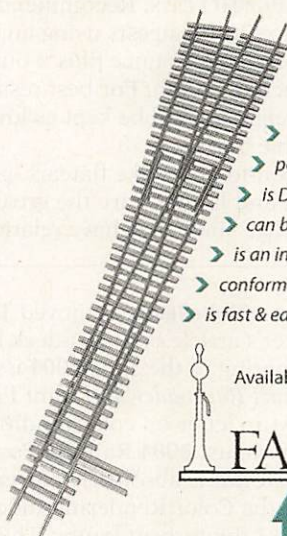
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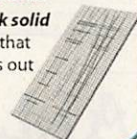
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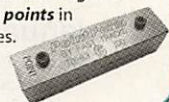
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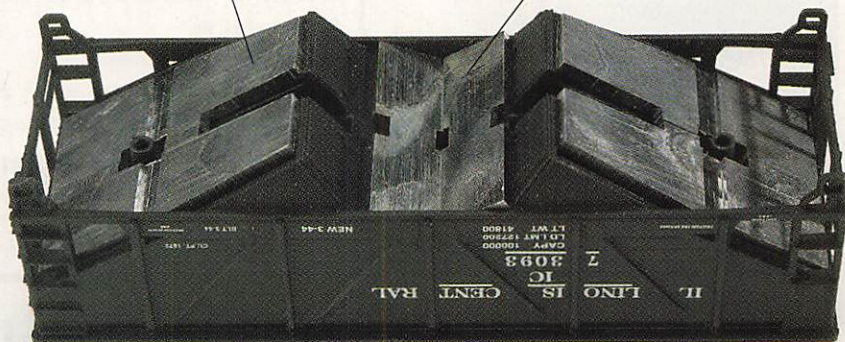
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Workshop

Jim Hediger

Heavier cast-metal weights replace the original stamped-steel parts beneath the slope sheets

Additional weights fit under the center sill



Added weight improves HO hopper operation

Whether in a yard or on the main of a model railroad, empty hoppers seem to derail more than most other types of cars. Assuming the wheels and coupler heights meet the National Model Railroad Association's standards, these problems can usually be traced to under-weight cars. Inevitably, these light cars wind up near the locomotive where the pressures of switching movements or a hard pull cause them to tip over.

The NMRA has established recommendations for optimal car weights that result in good operation without creating excessive drag. For HO cars, Recommended Practice 20.1 suggests using an initial weight of 1 ounce plus 1/2 ounce per inch of length. For best results, the weight should be kept as low as possible in the car.

Open-top cars like flatcars, gondolas, and hoppers are the greatest challenge since they have relatively

few places where weight can be concealed. Manufacturers commonly provide stamped-steel weights that fit into the floors or under hoppers' slope sheets, but they're seldom heavy enough. Replacing these weights with heavier metal is a good alternative.

Several manufacturers make weighting materials, but Adair Shops makes it especially easy to add weight with an extensive line of Rite-Wey Weight Kits. These weights are heavier than the originals but fit into the same locations on hopper cars and many other models. A list of these HO kits, along with some new additions for N scale cars and Bachmann's On2 1/2 cars, are on the firm's Web site at www.adairshops.com.

Installation is an easy substitution. Adair also sells a special water-based Weight Bond glue to secure the weights. — Jim Hediger, senior editor

Lamps with ballasts. I enjoyed Tony Koester's article on multi-deck layout lighting in the June 2004 issue of *Model Railroader* and Clint Fries' follow-up letter on color rendition in the August 2004 Railway Post Office. Clint is absolutely correct about the Color Rendering Index (CRI) of fluorescent lamps. The high-CRI fluorescent lamps are sometimes harder to find, but they're worth the search. An electrical distributor who carries General Electric, Osram, or Philips

products will have these lamps.

To identify them, you need the following codes:

- GE lamps in the SPX series are 85 CRI. For example, GE F40/SPX41: the 41 means it has a Color Temperature of 4,100 Kelvin, or "Cool White."
- Osram's D8 series lamps are 80 CRI. For example, the Osram F40/D841.
- Philips has the Ultralume lamps, which are 85 CRI, such as the Philips F40/U841.

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Workshop

Clint mentions T8 lamps with electronic ballasts. The lamp color is a little easier here, since all the 800-series lamps are CRI 85, regardless of manufacturer. So the number will be something like F32/T8/841. The lamps numbered 741 have a CRI of only 70.

Finally, if you're considering electronic ballast and T8 lamp fixtures, be aware that most of the electronic ballasts on the market are not approved by the Federal Communication Commission for residential use. Many of the fluorescent fixtures sold by the big home improvement stores contain ballasts which are approved only for commercial use.

These ballasts cause radio frequency interference (RFI) which may interfere with TV signals (non-cable systems), AM radios, and the signals used by some model railroad control systems. Make sure your electronic fluorescent ballasts are approved for residential use.

Gerry Cornwell

Toronto, Ont., Canada

Visual inventory. As I packed things away in preparation for some recent remodeling, I realized that I needed some easy way to keep track of my modeling supplies. I've accumulated a lot of materials in more than 100 cartons awaiting use on my "ultimate" railroad. I also spent a lot of time searching for some item to finish a project. To reduce this search time, I've started using my digital camera to create a visual inventory system.

Every time I open a box, I spread the contents out on the workbench and take several pictures of the contents as well as a 3" x 5" card that has the carton's identification number on it. I keep this inventory on file in my computer, and I make extra copies on floppy disks that I keep at various other locations.

Finding something is now a matter of scrolling through a slide show to identify the carton it's in, or at least to narrow the search to the uninventoried cartons. Another benefit of this inventory would be proof of value for insurance purposes and tax write-off in case of a fire or a natural disaster.

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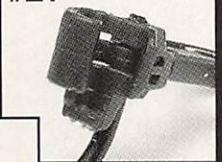
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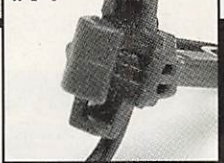
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McHenry Couplers, 1207 Pebble Point, Goshen, KY 40026 www.mchenrycouplers.com

Edge connector sources. My note about a source for eight-pin edge connectors for use with Tortoise switch machines in the November 2004 Workshop column brought in two other sources.

Greenway Products, 139 Ramsey Rd., Ligonier, PA 15658, 724-238-6268, or see the Web site at www.greenwayproducts.com.

Parkade Hobbies, 223 W. Kennewick Ave., Kennewick, WA 99336, phone 509-585-2510. Web site at www.parkadehobbies.com. —J.D.H.

Patching styrene holes. After drilling 15 out of 16 grab iron mounting holes with a pin vise, I managed to botch the last one. It was located right on the corner of the caboose, and my drill bit had slipped off that edge a couple times leaving an irregular hole.

I didn't have any styrene compatible body filler on hand, but I realized that the styrene sprues that once held the caboose's body parts remained on my bench. Using a fine razor saw, I cut off little chunks of the sprue to create an accumulation of tiny styrene shavings. [Scraping the sprue with a sharp hobby knife also works well. —Ed.] Then I brushed the pile of shavings into a little paper cup.

I straightened out one leg of a paper clip to use as an applicator and picked up a blob of Testor's non-toxic glue for plastic models. Then I dunked the blob of glue into the styrene shavings and worked them on the side of the cup until it became a styrene paste.

Continuing with the paper clip tool, I worked the blob of paste into the ugly hole and let it harden overnight. (Glue alone would probably leave a concave meniscus over the patched hole.) Once the patch had hardened, I sanded it even and smooth before finishing my caboose project. —Sam Mackey, Charlottesville, Va.

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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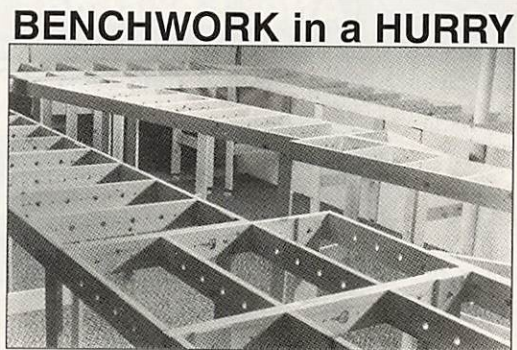
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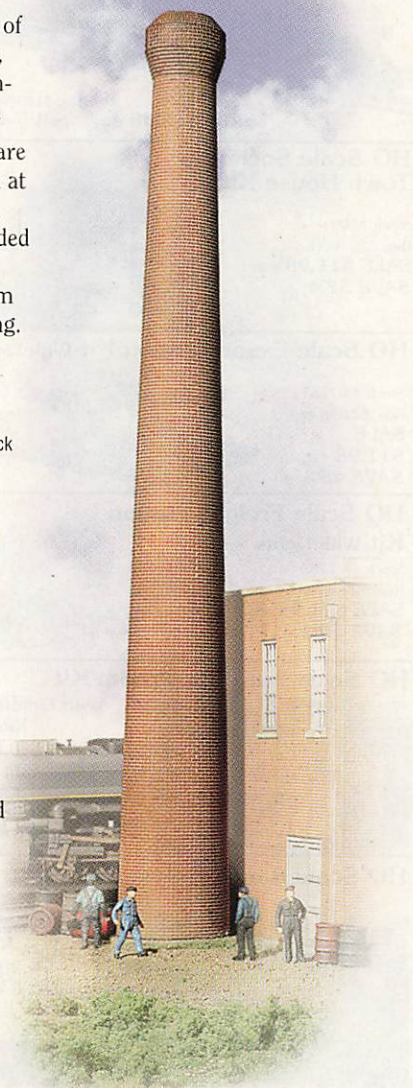
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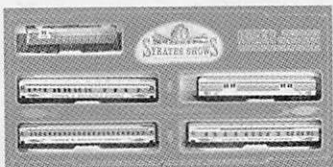
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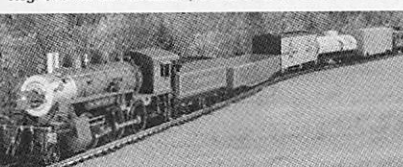
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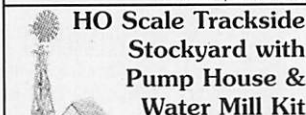


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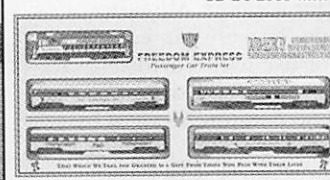


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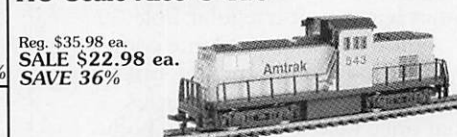
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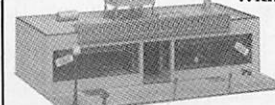
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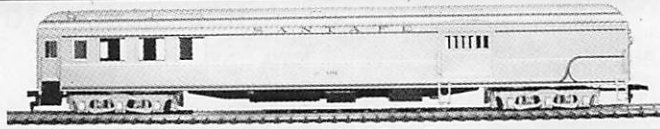
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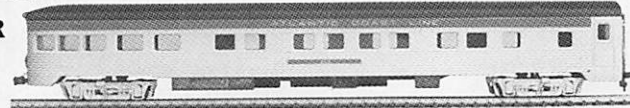
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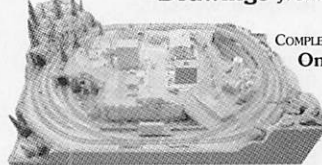
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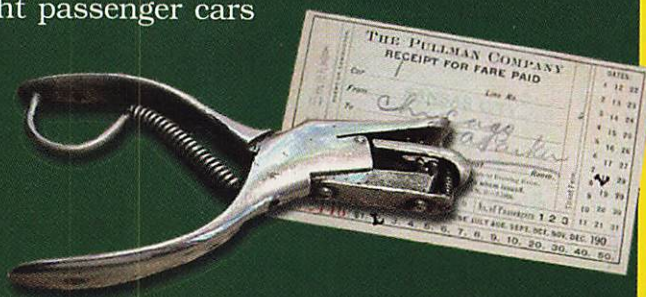
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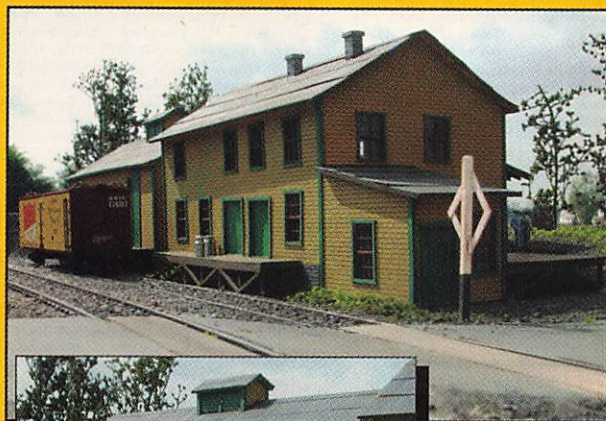
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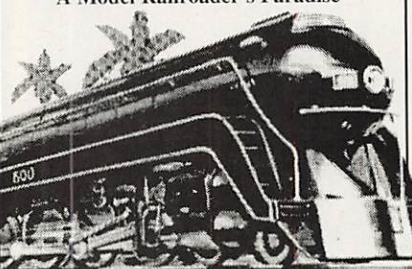
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Coming Events

Nancy Bartol

Show dates, times, and locations occasionally change. Confirming a show's details before driving any distance is recommended.

Notices of model railroading events are published at no charge on a space-available basis. Information must be in our office 90 days before the event. To be published, notices must include all the following information:

1. State 2. City 3. Sponsoring organization and name of the event, meet, show, auction, or open house 4. Date 5. Location 6. Time 7. Admission 8. Name and phone number of person to contact for information 9. Name and phone number of person sending the information.

Mail to Coming Events, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, fax 262-796-1142, or e-mail events@mrmmag.com.

Mobile, AL: Great American Train Show - Jan. 29-30. Greater Gulf State Fairgrounds, Cody Rd. and Zeigler Blvd. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Tucson, AZ: Gadsden-Pacific Division Toy Train Operating Museum Toy Train Show - Jan. 15. Roadway Inn Event Center, W. Grant Rd. and I-10. 9 a.m. to 3 p.m. \$3. Bob Grassi, 520-797-1184

Tucson, AZ: Great American Train Show - Jan. 22-23. Pima County Fairgrounds, 11300 S. Houghton Rd. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Bakersfield, CA: Golden Empire Historical and Modeling Society Model Train Show and Swap Meet - Jan. 15-16. Kern County Fairgrounds, 1142 South P St. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5; under 13 free w/adult. Doug Wagner, 661-331-6695; carldw@aol.com

Danville, CA: European Train Enthusiasts Operating Exhibit - through Jan. 9. Blackhawk Automotive Museum, 3700 Blackhawk Plaza Cir. Wednesdays to Sundays 10 a.m. to 5 p.m. \$8. 925-736-2277

Fremont, CA: Niles Depot Museum and Model Railroad Open House - First and third Sundays of each month. Niles Depot, 36977 Mission Blvd. 10 a.m. to 4 p.m. Free. Niles Depot Historical Society, 510-797-4449

Glendale, CA: Glendale Model Railroad Club Open House - Jan. 3. Fremont Park, 619 Hahn Ave. 7:30 to 10 p.m. Free. Milt Harker, 818-248-2281

Hayward, CA: Golden Gate Lionel Railroad Club Train Show and Sale - Jan. 30. 11 a.m. to 4 p.m. Centennial Hall, 22292 Foothill Blvd. \$5; under 12 free. G. McClellan, 650-345-9930

Ontario, CA: All Brass Model Train Show - Jan. 30. Double Tree Hotel, 222 N. Vineyard. 10 a.m. to 2 p.m. \$10. Salim, 818-241-1785

Pomona, CA: Great American Train Show - Jan. 29-30. Fairplex, White and McKinley Aves. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Sacramento, CA: Great American Train Show - Jan. 8-9. California Exposition and Fairgrounds, 1600 Exposition Blvd. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Lakewood, CO: Foothills Society of Model Railroaders MR and Toy Train Swap Meet - Jan. 15. Christ on the Mountain Church, 13922 W. Utah Ave. 9 a.m. to noon. \$2.50. Maynard Rorman, 303-985-4362

Wallingford, CT: Classic Shows LLC Train Show - Jan. 9. Zandri's Stillwood Inn, 1074 S. Colony Rd. Rt. 5, I-91 exit 13. 9 a.m. to 2 p.m. \$4; under 13 free w/adult. Classic Shows LLC, 203-926-1327

Delmar, DE: DelMarVa Model Railroad Club Open House - Jan. 8-9. 1516. 103 E. State, Camelot Hall, second floor. Sat. 11 a.m. to 5 p.m., Sun. noon to 5 p.m. Free. Bill Sheehan, 410-742-9325

Cocoa Beach, FL: Florida East Coast Railway Society Convention - Jan. 14-16. Holiday Inn, 1300 N. Atlantic Ave. Chuck Holthoff, 904-829-3060; chuck@fecnailway.com

Cocoa Beach, FL: Prototype Rails Prototype Modeling Meet - Jan. 7-9. Hilton Hotel Oceanfront, 1550 N. Atlantic Ave. Fri. 10 a.m. to midnight, Sat. 9 a.m. to midnight, Sun. 9 a.m. to 5 p.m. \$25. Mike Brock, 321-453-4140

Deland, FL: Florida Railroad Model Train and Railroad Artifacts Show - Jan. 22. Volusia County Fairgrounds, SR 44 and I-4 exit 56. 9 a.m. to 4 p.m. \$6; under 13 free. Charles W. Miller, 703-536-2954; rshshows@aol.com

Ocala, FL: Ocala Model Railroaders Historic Preservation Society Train Show - through Jan. 1. Central Florida Community College, Webber Center, 3001 S.W. College Rd. Mon-Fri. 11 a.m. to 6 p.m., Sat-Sun. noon to 5 p.m. Free. Jim Manzono, 352-401-0747; omrr6@msn.com

Atlanta, GA: Model Train and Railroad Artifacts Show - Jan. 15. North Atlanta Trade Center, 1700 Jeurgens Ct. 9 a.m. to 4 p.m. \$6; under 12 free. Phil Cross, 407-656-5056; crossrails@earthlink.net

Atlanta, GA: NMRA Piedmont Division Meet - Jan. 11. Elks Lodge, 1775 Montreal Rd. 7 to 9:30 p.m. Free. Ed Jahns, 678-428-8505; administrator@piedmontdivisionlibrary.com

Savannah, GA: Coastal Rail Buffs Model Railroad and Train Show - Jan. 15-16. National Guard Armory, 1248 Eisenhower Dr. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4; senior citizens and students \$3; 12 and under free w/adult. Ken Huffman, 912-927-4976; railbuffs@sabrelink.com

Council Bluffs, IA: Railswest Railroad Museum Show - Weekends through Dec. 26. Railswest Railroad

Museum, 16th Ave. and S. Main St. 1 to 5 p.m. \$5; 6-12 \$3; under 5 free. Railswest Museum, 712-323-2509

Davenport, IA: CM&S Train and Toy Show - Jan. 15. Mississippi Valley Fairgrounds Expo Center. 10 a.m. to 4 p.m. \$4; under 11 free. Ed Simmering, 319-653-6249; midtrade@iowatelecom.net

Glenview, IL: NMRA Midwest Region North Shore & Western Division Meet - Jan. 30. Glenview Public Library, 1930 Glenview Rd. 1:30 to 4 p.m. Free. Ingrid Drozdak, 773-545-5936; ingridreelady@aol.com

Midlothian, IL: South Suburban Model Train Show - Jan. 16. Midlothian Park District Bldg., 14500 S. Kostner. 9 a.m. to 2 p.m. \$3.50; under 13 free. Butch Becker, 815-458-6301

Rockford, IL: Rock Valley Division Meet - Jan. 5. Midway Village and Museum Center, 6799 Guilford Rd. 1 p.m. \$2. Joe Whinnery, 815-398-8973; jwhinnery@aol.com

Greenwood, IN: Greenwood Train Show - Jan. 15. Greenwood Knights of Columbus, 695 Pushville Rd. 10 a.m. to 3 p.m. \$3; under 12 free w/adult. Robert Kanter, 317-888-1096; locomoto1@earthlink.net

Highland, IN: Illiana Train Club Open Meet - Jan. 11. Bridges, 9600 Kennedy Ave. 7 to 8:30 p.m. \$2. 219-924-5534

Indianapolis, IN: Great American Train Show - Jan. 8-9. Indiana State Fairgrounds, 1202 E. 38th St. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Noblesville, IN: NMRA Midwest Region Central Indiana Division Train Show and Meet - Jan. 30. Hamilton County 4-H Expo Center, 2003 Pleasant St. 10 a.m. to 4 p.m. \$3; under 13 free w/adult. Larry Gilbert, 765-779-4039

Louisville, KY: Greenberg's Train, Toy, and Hobby Show - Jan. 29-30. Kentucky International Convention Center, 221 Fourth Ave. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com

Fall River, MA: Old Colony and Fall River Railroad Museum Railroad Show - Jan. 16. B.M.C. Durfee High School Gym, 360 Elsbree St. 10 a.m. to 4 p.m. \$4; 2-12 \$2; under 2 free w/adult. Jay Chatterton, 508-674-9340; railroadjc@aol.com

Leominster, MA: Leominster Model Train Show - Jan. 23. Sheraton Hotel, Rts. 2 and 12. 10 a.m. to 3 p.m. \$3; under 19 free. Peter Der Sarkisian, 781-944-0038; tedalex@comcast.net

Wenham, MA: Wenham Museum Model Railroad and Railfan Meet and Hobby Show - Jan. 8. Boker School, School St. 10 a.m. to 4 p.m. \$4; 6-14 \$1; under 6 free; family \$9. Ben Merry, 978-468-2377

Baltimore, MD: Baltimore Society of Model Engineers Open House - Dec. 26. Jan. 1 and Sundays in January. 225 W. Saratoga St., third floor. 1 to 5 p.m. Donation. James Berg, 410-837-2763; jberg@bcpl.net

Baltimore, MD: Triangle & Western Model Railroad Club Open House - Jan. 1-2, 8-9. 8622 Belair Rd. Noon to 5 p.m. Free. Joe Discher, 410-665-5662

Frederick, MD: Frederick County Society of Model Engineers Open House - Sundays in January. 423 E. Patrick St. (rear of Wayside TV-Video-Radio). 1 to 4 p.m. Donation. Tom, 301-696-9662; frederickcjs@hotmail.com

Hagerstown, MD: Hagerstown Roundhouse Museum Trains of Christmas Shows - through Feb. 27 (closed Dec. 24-25 and Jan. 1). Hagerstown Roundhouse Museum, 300 S. Burhans Blvd. Fri. to Sun. 1 to 5 p.m. \$4; under 13 50 cents. Bill Knode, 301-739-4665

Detroit, MI: Glancy Trains Show and Appraisal - Jan. 8. Detroit Historical Museum, 5401 Woodward Ave. 10 a.m. to 4 p.m. Free w/ \$5 museum admission. Bob Cosgrove, 313-499-3466

Grand Rapids, MI: Riverbend MR Club Show - Jan. 8. Lincoln Country Club, 3485 Lake Michigan Dr. 10 a.m. to 3:30 p.m. \$3. Jerry Frye, 616-538-6069

Redford, MI: St. Robert's Men's Club Old Toy and Train Show - Jan. 30. St. Robert Bellarmine School Gym, Inkster Rd. at W. Chicago. 11:30 a.m. to 3:30 p.m. \$3; family \$6. Ray Nikolai, 313-277-2419

Maplewood, MN: NMRA TLR Twin Cities Division Meet - Jan. 13. Maplewood Moose Lodge, 1946 English St. 7 p.m. Free. Lynn McCall, 612-597-8677

Minneapolis, MN: Hennepin Overland Railway Open House - Dec. 28, Jan. 2, 4, 6 to 9 p.m. Saturdays and Sundays in January. 2501 E. 38th St. 1:30 to 4 p.m. \$2; family \$5. S. Efron, 612-276-9034

St. Paul, MN: Twin City MR Museum Exhibition - through Feb. 26 (closed Dec. 25 and Jan. 1). Bandana Square, 1021 Bandana Blvd. E. Suite 222. 6 to 8:30 p.m. \$4; under 5 free; family \$10. TCMRM, 651-647-9628

St. Paul, MN: Twin City MR Museum Holiday Express Exhibition - Dec. 27-30. Bandana Square, 1021 Bandana Blvd. E. Suite 222. 11 a.m. to 7 p.m. \$3; under 5 free. TCMRM, 651-647-9628

Woodbury, MN: Newport Model Railroad Club Model Railroad Flea Market - Jan. 22. Woodbury High School. 10 a.m. to 3 p.m. \$4; under 12 free. Stan Whittingham, 952-200-9729

Kansas City, MO: Great American Train Show - Jan. 15-16. American Royal Complex, 19th and Wyoming. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

St. Louis, MO: World's Greatest Hobby on Tour Show - Jan. 8-9. America's Center, 701 Convention Plaza. Sat. 10 a.m. to 8 p.m., Sun. 10 a.m. to 5 p.m. \$9; under 16 free. 630-279-5094; staff@wghshow.com



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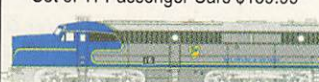
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Coming Events

Wilmington, NC: Cape Fear MR Club Show and Sale - Jan. 29-30. American Legion Post 10, 702 Pine Grove Dr. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$4; children \$2; under 6 free. Ben Jackson, 910-270-2696

Winston-Salem, NC: Great American Train Show - Jan. 22-23. Dixie Classic Fairgrounds, 421 W. 27 St. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Brooklawn, NJ: The Great Brooklawn Scale Train and Railroadiana Meet - Jan. 2. American Legion Post 72, Railroad Ave. 10 a.m. to 3 p.m. \$4; under 12 free w/adult. Bill Powell, 856-728-1327

Cinnaminson, NJ: Burlington County Model Railroad Club Open House - Jan. 8-9, 15-16. Footlighter's Playhouse (basement), 808 Pomona Rd. Noon to 5 p.m. \$2. John Loesch, 856-234-5047

Wayne, NJ: Wayne Train Show - Dec. 26. Wayne P.A.L. Hall. 9 a.m. to 2 p.m. \$5; under 10 free w/adult. John LaLima, 732-845-5966

Babylon, NY: Train Masters of Babylon Train, Toy, and Die Cast Meet - Jan. 23. Knights of Columbus Hall, 175 Park Ave. 8:30 a.m. to 12:30 p.m. \$3; under 12 free w/adult. Les Livingston, 631-587-5183

Bethpage, NY: Northrop Grumman Model RR Society and Bethpage High School PTSA Show - Jan. 22. Bethpage High School, Stewart and Cherry Aves. 11 a.m. to 3:30 p.m. \$3; children \$1. 516-346-9071

Binghamton, NY: Roberson Model Train Show and Sale - Jan. 9. Roberson Museum and Science Center, 30 Front St. 9 a.m. to 3 p.m. \$4; sr. citizen and students \$3; under 5 free; family \$14. Howard Lott, 607-724-5247

Bohemia, NY: Central Operating Lines All-Gauge Swap Meet - Jan. 16. Bingo Hall, 1644 Locust Ave. 7:30 to 11:30 a.m. \$3; under 12 free w/adult. Michael Iorio, 516-314-6499 (days)

East Islip, NY: TMB Model Railroad Club Train, Toy, and Die Cast Swap Meet - Jan. 30. Amvets Post 18 Hall, 141 Carleton Ave. 8:30 a.m. to 12:30 p.m. \$3; under 12 free w/adult. Les Livingston, 631-587-5183

Elmont, NY: St. Vincent DePaul's Model Train and Toy Show - Jan. 9. 1510 DePaul St. 10 a.m. to 3 p.m. \$5; under 12 free w/adult. Frank Deorio, 516-352-2127

Franklin Square, NY: RR Lines Model Train and Toy Show - Dec. 26. VFW Hall, 68 Lincoln Rd. 8 a.m. to noon. \$3; under 12 free w/adult. Rae R., 516-486-6658

Freeport, NY: The Great South Bay MR Club Train Show and Exhibition - Jan. 9. Freeport Recreation Center, 130 E. Merrick Rd. 10 a.m. to 4 p.m. \$5; under 12 free w/adult. Kevin R. McKay, 516-223-9357

Hudson, NY: The Mountain Toy and Railroad Club Toy and Train Swap Meet - Jan. 2. American Legion Hall, 7 Fairview Ave. 9 a.m. to 2 p.m. \$3. George Washburn, 518-828-7902

Lindenhurst, NY: Northern Spur Train and Toy Meet - Jan. 2. Knights of Columbus Hall, 400 S. Broadway. 8:30 a.m. to 1 p.m. \$3; under 12 free w/adult. Carmelo Sancetta, 631-666-6855

Ronkonkoma, NY: Central Operating Lines O High-Rail Railroad Club Open House - Jan. 8-9, 29. 90F Raynor Ave. Noon to 5 p.m. Free. John A. Cardona, 631-472-3395 (eve.)

Dayton, OH: All Trains Swap Meet - Jan. 16. Montgomery Co. Fairgrounds, 1043 S. Main St. Rt. 48. 11 a.m. to 4 p.m. \$3; under 12 free w/adult. Larry Zeller, 937-773-7186; alltrains@aol.com

Olmsd Township, OH: TCA Lake Erie Chapter All Gauge Train Meet - Jan. 23. German American Cultural Center, Lenau Park, 7370 Columbia Rd. Rt. 252. 11 a.m. to 3 p.m. \$5; sr. citizens \$2; under 14 free. Perce Wolford, 440-247-8485

Portland, OR: Mount Hood Model Engineers Train Day - Jan. 15. 5500 S.E. Belmont Ave. Noon to 4 p.m. Donation. Chuck M., 503-236-7042; mhmg@aol.com

Adamsburg, PA: Adamsburg Train Show - Jan. 9. Adamsburg Volunteer Fire Dept., 1 mile east of PA Tnpk. exit 67 (Irwin). 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Train Show Committee, 724-527-6250

Ambridge, PA: Ohio Valley Lines Open House - Jan. 7-8. 1225 Merchant St. Noon to 5 p.m. \$3; 6-12 \$1; under 6 free. John Gallagher, 724-266-4787

Bethlehem, PA: Black Diamond Society of Model Engineers Open House - Jan. 8-9. 900 E. Macada Rd. Fri. 7 to 9 p.m., Sat.-Sun. 2 to 5 p.m. \$3; students \$1; preschool free. Stan Price, 610-258-6079; bds900@aol.com

Bethlehem, PA: Lehigh & Keystone Valley Model Railroad Club Open House - Dec. 26-Jan. 2. 705 Linden St. Fri. 5 to 9 p.m., Sat.-Sun. 2 to 9 p.m. \$3; family \$5. Tracey Friz, 610-974-9590

Bowmanstown, PA: Carbon Model Railroad Society Open House - Jan. 8-9. 529 Ore St. 1 to 5 p.m. Donation. Garry, 610-826-6636

Butler, PA: SM&BR Railroad Model Train and Toy Show - Jan. 8-9. Sat. 9 a.m. to 9:30 p.m., Sun. 11 a.m. to 6 p.m. Clearview Mall, 101 Clearview Cir. Free. Robert G. Frederick, 724-775-1886

Castanea, PA: Clinton Central Model Railroad Club Open House - Dec. 28, Jan. 7-8. 15 Logan Ave. 5:30 to 9 p.m. (noon to 5 p.m. Jan. 8). 50 cents; family \$2. Jim Hill, 570-726-6826 (eve.)

Chambersburg, PA: Cumberland Valley Model Railroad Club Open House - Dec. 26, Jan. 2. 9. 440 Nelson St. Noon to 5 p.m. Free. Bill Robinson, 717-264-3081

Dunmore, PA: Miniature Memories Train Village Display - through Jan. 8. Gertrude Hawk Chocolates,

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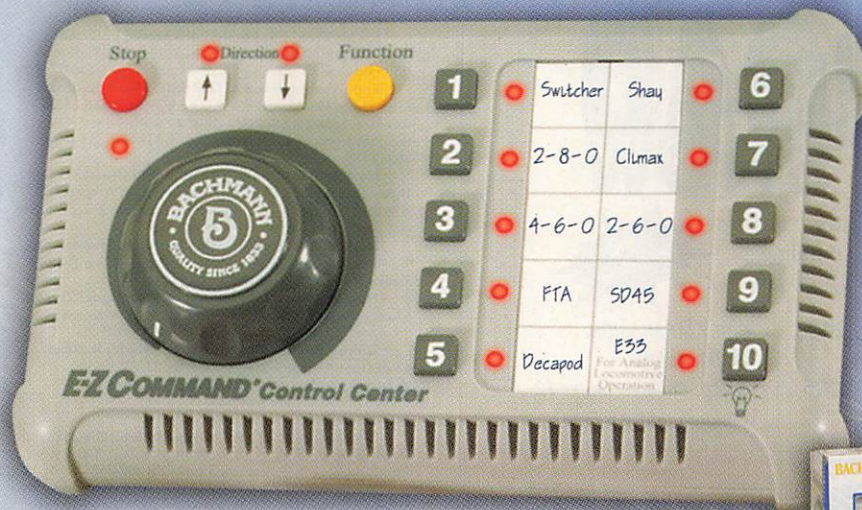
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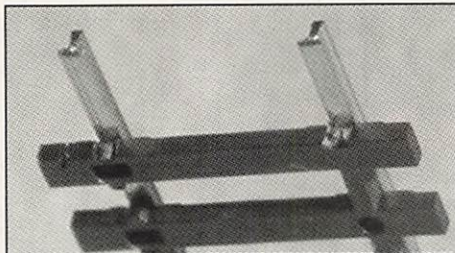
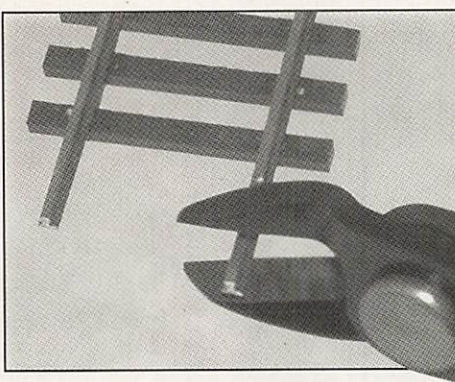
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Coming Events

1325 E. Drinker St. Sun.-Wed. noon to 5 p.m., Thu.-Sat. noon to 7 p.m. Donation. Don Clark, 570-346-2829 (days)

Elkins Park, PA: Cheltenham Model Railroad Club Open House – Jan. 8-9, 22-23. 8000 Old York Rd. at Railroad Bridge. Noon to 4 p.m. Donation. 215-635-9747

Fort Washington, PA: GATSMC Model Railroad Club Open House – Jan. 8-9, 22-23. Prospect and Madison Aves. (basement of New Horizons Montessori School). Noon to 4 p.m. Donation. GATSMC, 215-646-2033 (Thu. eve.)

Hazleton, PA: Anthracite Model Railroad Society Open House – Jan. 7-8. 1057 Hanover Ct. Fri. 6 to 8 p.m., Sat. noon to 8 p.m. Donation. John Simkovich, 570-454-2399; jps2102@intergate.com

Hudson, PA: Hudson MR Club Open House – Jan. 1. Martin and Gibbons Sts. Noon to 5 p.m. Donation. Eugene Mones, 570-325-8955

Huntingdon, PA: Huntingdon Area Model Train Show – Jan. 30. Smithfield Fire Hall. 10 a.m. to 4 p.m. \$3; under 12 free w/adult. 814-643-5497, ext. 300

Kulpville, PA: Keystone Ntrak Model Railroad Club Open House – Jan. 8-9, 15-16, 22-23, 29-30. Kulpville Antique and Flea Market (basement), 1375 Forty Foot Rd. Noon to 4 p.m. Donation. Stan Houpt, 610-246-2998

Manheim, PA: Stiegel Valley Model Railroad Open House – Sundays in December, Jan. 2. 230 S. Charlotte St. 1 to 4 p.m. Donation. 717-299-0687

Monroeville, PA: Greenberg's Train, Toy, and Hobby Show – Jan. 22-23. The Pittsburgh ExpoMart, 105 Mall Blvd. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com

New Eagle, PA: Mid-Mon Valley Model Railroad Club Open House – weekends in December (except Dec. 25). 159 Main St. (second floor Borough Bldg.) Noon to 5 p.m. Donation. S. Werner, 724-379-8584

Newton Square, PA: Saint Alban's Railroad Fellowship-StARR Open House – through Jan. 16 (except Dec. 25, Jan. 1, 2005). Saint Alban's Episcopal Church, 3625 Chapel Rd. (under Thrift Shop). 1 to 5 p.m. Donation. Pam Lounsbury, 610-356-0459

Phoenixville, PA: Schuylkill Valley Model Railroad Club Open House – Jan. 8-9, 15-16, 22-23, 400 S. Main St. (rear). 1 to 5 p.m. Donation. Ron Natale, 610-469-1114; kim_c58@netzero.com

Pittsburgh, PA: Western Pennsylvania Model Railroad Museum Train Display – through Jan. 16 (closed Dec. 24-25, and Jan. 1). WPMRM, Rt. 910 and Hardt Rd. Fri. 6 to 9 p.m., Sat.-Sun. 11 a.m. to 5 p.m. \$5; under 13 \$3. Raymond Mueser, 724-444-6944; wpmrm@fyi.net

Royersford, PA: Royersford Modular Model Railroads Open House – Jan. 8, 15. 350 Main St. 10 a.m. to 4 p.m. Donation. 610-917-9366

Shamokin, PA: Lower Anthracite Model Railroad Club Open House – Dec. 26. 210 E. Independence St. (second floor, Shamokin Public Library). Fri. 6:30 to 9 p.m., Sat.-Sun. 3 to 9 p.m. Donation. Tim Gilbert, 570-339-1550; lamrcc@yahoo.com

Stockertown, PA: Nazareth Area Society of Model Engineers Open House – Dec. 27-29. 212 Main St. 7 to 9 p.m. \$3; children under 12 \$1. Nelson Saxe, 570-839-8215

York, PA: Greater York All Train Show – Sundays in December. Old Main Bldg., York Expo Center. 9 a.m. to 3 p.m. \$3; under 12 free. Craig Holler, 717-848-1180; deadplasti@aol.com

York, PA: Greenberg's Train, Toy, and Hobby Show – Jan. 15-16. York Expo Center, 334 Carlisle Ave. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com

York, PA: Miniature Railroad Club of York Open House – Sundays in December. 381 Wheatfield St. 1 to 5 p.m. \$2; 6-12 50 cents. Ivan Frantz, 717-225-5470

Zullinger, PA: Waynesboro Model Railroad Club Open House – Jan. 22, 29 and Sundays in January. Waynesboro Rd. and PA-16. 1 to 5 p.m. Donation. Jim Fisher, 717-762-7787

Myrtle Beach, SC: Grand Strand Model Railroaders Open House – Saturdays and Mondays in December. Ed's Hobby Shop (second floor), Hwy. 501. Mon. 5 to 8 p.m., Sat. 1 to 5 p.m. Free. James Reiner, 843-215-7925

Plano, TX: Dallas Area Train Show – Jan. 15-16. Plano Centre, 2000 E. Spring Creek Pkwy. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$7; under 12 free. Bart Bartholomew, 972-733-4998

San Antonio, TX: San Antonio Model Railroad Assn. Train Show – Jan. 29-30. Live Oak Civic Center, 8101 Pat Booker Rd. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$6; family \$9. Paul Lawler, 210-218-4872

Waco, TX: Waco Train Show – Jan. 8-9. Fine Arts Bldg., HOT Fairgrounds, 4601 Bosque Blvd. Sat. 10 a.m. to 4 p.m., Sun. 11 a.m. to 4 p.m. \$4; under 12 \$2. Valiant Enterprises, 405-810-1010; toys@ionet.net

Salt Lake City, UT: Great American Train Show – Jan. 15-16. Utah State Fairpark, 155 North 1000 West. 11 a.m. to 5 p.m. \$8; under 12 free. 818-957-2031

Suffolk, VA: Virginia Train Collectors Train Meet – Jan. 16. Nansemond Suffolk Academy, 3373 Pruden Blvd. Rt. 460. 9 a.m. to 1 p.m. \$6; under 17 free. Russ Dolbear, 804-748-2101

Virginia Beach, VA: Greenberg's Train, Toy, and Hobby Show – Jan. 8-9. Virginia Beach Pavilion Conven-

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Terminal, joiner, pr.	842	1.99	553	2.25
Terminal, 18" R curve	845	2.99		
Bumper, 2/pkg	843	2.19	518	2.59
Rerailer, 3/pkg	844	4.49	519	4.49
Track asst.	847	2.99	524	2.79
90° crossing	176	5.25	577	5.29

BRIDGES & ACCESSORIES:	Code	Price	Code	Price
Warren Truss	883	4.39	590	4.39
Deck truss	884	4.39	591	4.39
Plate girder	885	4.39	592	4.39
3" pier, 4/pkg	81	3.15	81	3.15
Pony truss (bridge only)	886	10.59	886	10.59
Chord type (bridge only)	887	16.99	887	16.99

MISCELLANEOUS:	Code	Price	Code	Price
56 Control box			239	
200 Snap relay			6.19	
205 Connector			5.39	
215 Selector			5.39	
220 Controller			5.69	
551 Trans. rail joiner C100 to C83, 12/pkg			2.10	
2540 Track nails, 400 (approx)/pkg			3.10	

DCC SETS & ACCESSORIES:	Code	Price	Code	Price
330 Commander			109.99	
331 Hand command			99.99	
332 Commander & generator			124.99	
335 Generator, 15V, 3 amp			29.99	
341 Decoder, 2 function			17.99	
342 Decoder, 4 function			19.99	
343 Cable wire, 15'			4.99	
344 Turnout control unit			29.99	

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MFG ID: L04

FREIGHT TRUCKS (PKGS. OF 2):	Code	Price	Code	Price
21251 Plankless 50T/rib back wheels			3.49	
21253 Plankless 50T/flat back wheels			3.49	
21254 B1, 50T/rib back wheels			3.49	

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MFG ID: C11

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321	Delayed uncoupler, pkg. of 2	3.45
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520	Freight wheels, pkg. of 12 pr.	5.50
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MFG ID: B09

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033W	C&O 2-10-4 (10/04)	319.99
037W	UP 4-8-2, MT73 (10/04)	279.99
045W	SF 4-8-4	279.99
049W	Penn 4-8-2, M1a	Special 144.99
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060W	4-6-4 J1e	279.99
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MFG ID: M14

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Coming Events

tion Center, 1000 19th St. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com

Kennewick, WA: Tri-City Model Railroaders Open House - Jan. 29. Benton County P.U.D. Auditorium, 2721 W. 10th Ave. 10 a.m. to 4 p.m. Free. Bob Jekel, 509-585-2510

La Crosse, WI: The 4000 Foundation Tri-State Rail Sale, Railroad Flea Market, and Swap Meet - Jan. 29. La Crosse Center, 300 Harborview Plaza. 9 a.m. to 3 p.m. \$3; under 12 free. The 4000 Foundation, 608-582-4761

Madison, WI: NMRA Midwest Region South Central Wisconsin Division Model Railroad School - Jan. 9. Fitchburg Community Center, 5510 Lacy Rd. 1 to 4 p.m. Free. Radleigh Becker, 608-231-1817; rbecker@merr.com

Racine, WI: Tri-City Train Show and Swap Meet - Jan. 2. South Hills Country Club, 1-94 E. Frontage Rd. 8 a.m. to noon. \$3; children free. Ron Solberg, 262-488-0193 (eve. before 8 p.m.)

West Allis, WI: Lionel Railroad Club All Gauge Swap Meet - Jan. 16. Knights of Columbus Hall, 1800 S. 92nd St. 8 a.m. to noon. \$3; under 12 free w/adult. Roman W. Berdes, 414-282-4904

Wheeling, WV: Oglebay Model Railroad Show - Jan. 15-16. Glessner Auditorium, Wilson Lodge, Oglebay Park. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 3 p.m. \$5; under 13 free. Steven Mitch, 304-243-4034; srmitch@oglebay-resort.com

CANADA

Paris, ON: NMRA NFR Western Ontario Division Paris Junction Model Train Show - Jan. 16. Paris Fairgrounds, Silver St. 10 a.m. to 4 p.m. \$3 Gord King, 519-583-0975; sln@cablerocket.com

OVERSEAS

Melbourne, Victoria, Australia: Australian Model Railway Association Victorian Branch Model Railway Exhibition - Mar. 12-14. Aqualink Box Hill, Surrey Dr. Sat.-Sun. 10 a.m. to 6 p.m., Mon. 10 a.m. to 5 p.m. John J. Harry, +61 3 9570 4406; amra.exhibition@optusnet.com.au

Club Memberships

Tuscaloosa, AL: Black Warrior Model Railroad Society - HO. O. Meets Saturdays 9 a.m. to noon and Mondays 5 to 9 p.m. at 709 25th Ave. Contact: Bob Way, 205-556-3073

Fremont, CA: Tri-City Society of Model Railroad Club - N, HO. Meets Fridays 7:30 to 10 p.m. in Niles Depot, 36977 Mission Blvd. Contact: Stanley Keiser, 510-791-1504

Colorado Springs, CO: Pikes Peak O Gaugers - O, 2- and 3-rail. Meets Fridays and Saturdays 7 to 9:30 p.m. Contact: 719-380-0766

Wallingford, CT: New Haven Society of Model Engineers - HO. Meets Fridays 7:30 p.m. at Wallingford Train Station, 37 Hall Ave. Contact: Blaise Vece, 203-239-9367

Hanover Park, IL: Apache Pass & Western Model Railroad Club - HO. Meets Saturdays 12:30 p.m. at 2000 Poplar Ave. Contact: Ron Nelson, 630-837-4789; dcrco@aol.com

Belmont, NC: Metrolina Model Railroaders - HO. Meets at members' homes on most Sunday afternoons and Tuesday evenings. Contact: Rick Beam, 704-867-2566; mmr_belmont@att.net

Freehold, NJ: Jersey Central Ntrak - N. Meets second Saturdays 7:30 p.m. at Moors Landing Clubhouse, 4 Mariners Cove. Contact: Bill Brandenburg, 732-409-6413; bullnj@hotmail.com

Freeport, NY: The Great South Bay Model Railroad Club - HO. Meets first Mondays, second Tuesdays, third Wednesdays, and fourth Thursdays 8 p.m. at Freeport Exempt Firemen's Hall, 9 N. Long Beach Ave. Contact: Kevin R. McKay, 516-223-9357

Walden, NY: The Olde Newburgh Model Railroad Club - N, HO. Meets Wednesdays 7 to 9 p.m. at 4-8 Oak St. Contact: Scott Meyer, 845-294-3708

Youngstown, OH: Youngstown Model Railroad Assn. - HO, O. Meets Tuesdays and Fridays 7:30 p.m. at 751 N. Four Mile Run Rd. Contact: Tony Ramunno, 330-788-5250; yomodelrrclub@yahoo.com

Connellsville, PA: Hobo Model Railroad Club - HO. Meets Fridays 7 p.m. at Greater Connellsville Community Center, 201 E. Fairview Ave., third floor. Contact: Jason Lowe, 724-569-9518; jasonlowe@csys.net

Duncanville, TX: Southwest Dallas County Model Railroaders - HO. Meets Fridays 7 p.m. at 1233 S. Alexander St., Ste. G. Contact: Shane Craig, 972-296-7177; mscraig84@aol.com

Essex Junction, VT: Northwestern Vermont Model Railroad Society - N, HO. Meets Wednesdays 7 to 10:30 p.m. at 57 River Rd., Ste. 1011. Contact: Ric Keefe, 802-865-0429; ric@keefe.org

Bellingham, WA: Bellingham Society of Model Engineers - N, HO. Meets Thursdays 7 to 11 p.m. at 1469 Silver Run Ln. Monthly dues \$10 first year, \$20 per month thereafter. Contact: David Cohn, 360-733-0711; david@bsme.org **MR**

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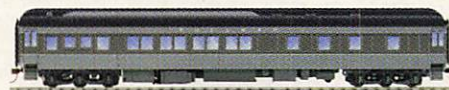
Santa Fe 932-10052



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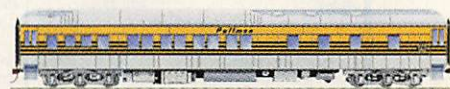
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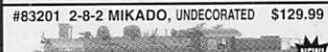


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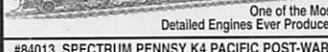
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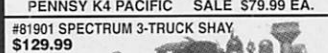
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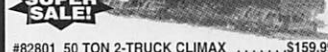
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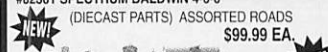
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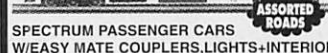
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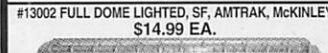
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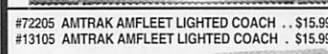
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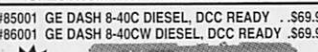
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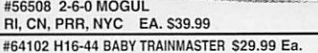


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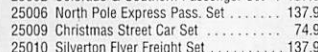
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#629 STREAMLINE TROLLEY \$18.95 Ea.



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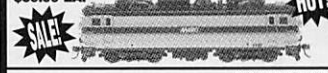
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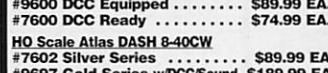
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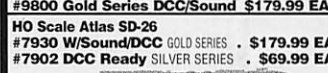
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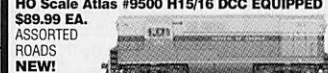
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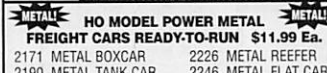


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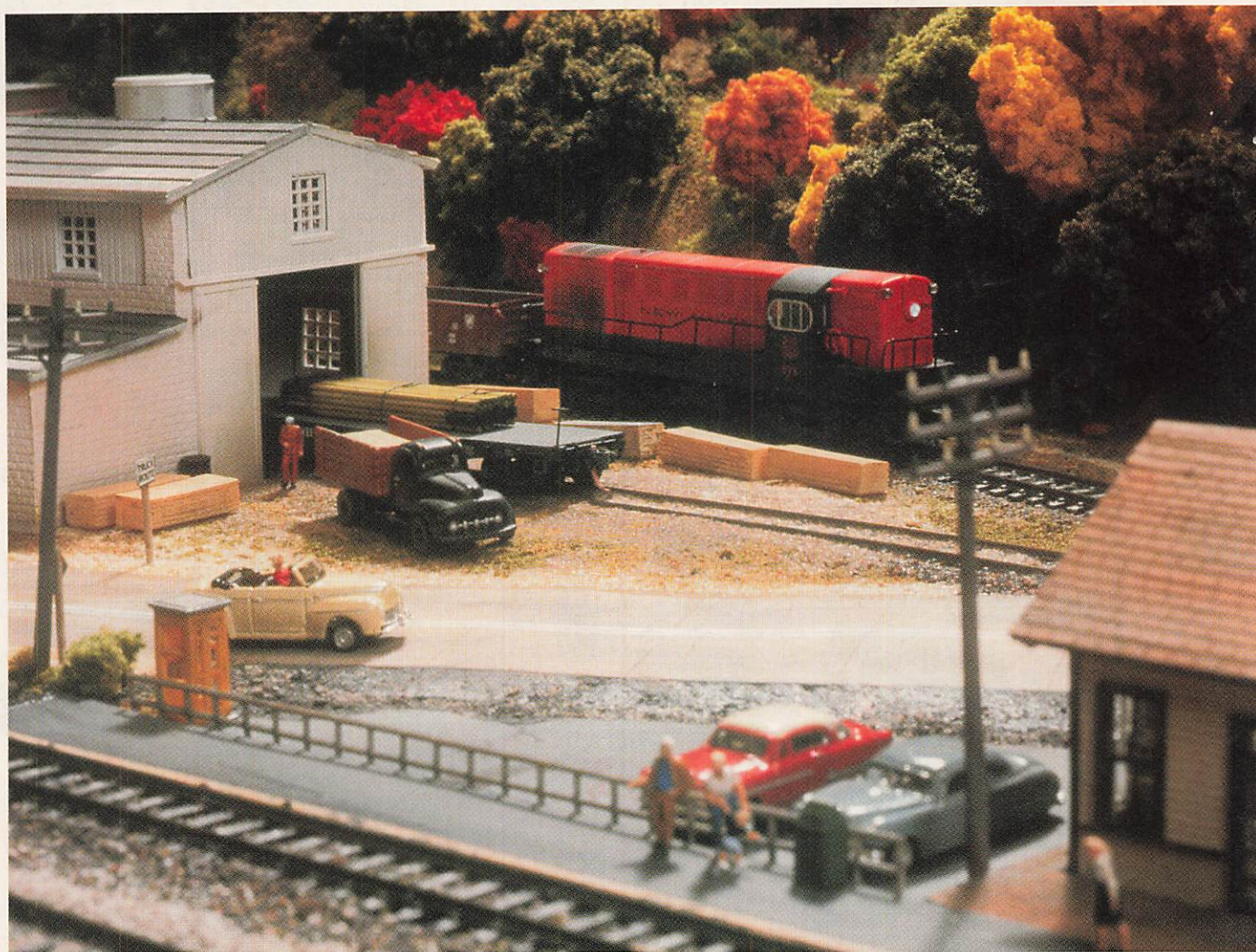
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A fistful of details

By the time you've laid and ballasted the track, formed the hills and rivers, cemented the grass and trees in place, and built an assortment of structures, your model railroad really starts to look like the world in miniature. However, after a bit you'll probably notice that something about your layout still doesn't seem quite right.

While the real estate prices may be attractive, you eventually discover that your businesses and homes are vacant. That lumberyard, which sees a lot of rail traffic, mysteriously keeps all its products hidden from view. The stores on your main drag look generic, leaving one to guess whether they sell hardware, haircuts, shoes, or anything at all. Unlike the real world, our model railroads tend to look too neat and tidy.

Details are the cure for the common-looking layout. Little things such as people, vehicles, and signs can give your layout that "lived-in" feeling. The best place to start a project like this one is to look at the world around you or at photos of the location and period you are modeling, and then try to emulate what you see.

This month I'll cover five different detailing projects you can use to make your layout look more realistic and visually interesting.

Imagine how empty this scene would be without the vehicles, lumber, road signs, and figures. Details, like those shown below, give your layout that "lived-in" look.



Step 1 People everywhere

Whether you purchase your model citizens in neatly painted sets or buy unpainted figures and color them yourself, figures are easy to add to your layout. To cement them in place, you can use cyanoacrylate (CA), Walther's Goo, or Woodland Scenics Accent Glue.

Surprisingly, you don't really need a lot of figures on your model railroad to convey the idea that your layout is populated. If you can see a few people in a scene, your mind logically assumes there are others nearby. In the above right photo, a truck driver, paperwork in hand, and a laborer leaning on his shovel are all it takes to make this coal dealership look like a busy industry.

Don't forget that your vehicles need drivers. A road full of empty cars, just like an empty sidewalk, doesn't look right to the viewer. Many model automobiles available today have some type of interior, making it fairly easy to add drivers and passengers. For the Classic Metal Works vehicles (lower right), I carefully disassembled each vehicle, painted the interior, and added a seated N scale Preiser figure or two. You may need to cut away part of the interior (or part of the figure).



Carefully drill out mounting rivets to disassemble chassis

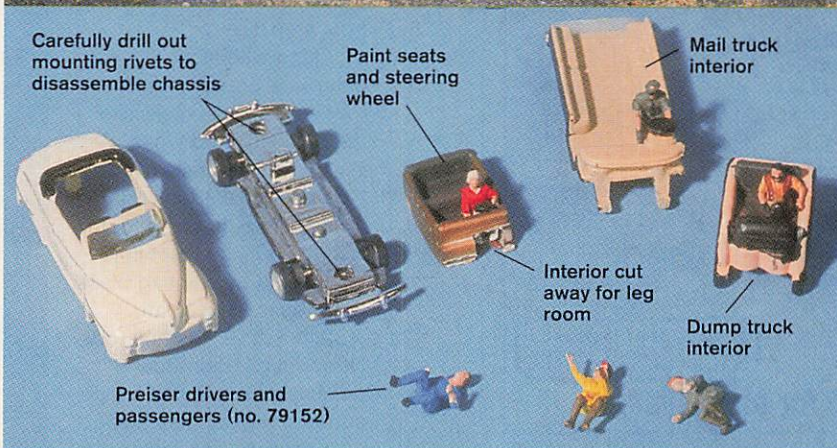
Paint seats and steering wheel

Mail truck interior

Interior cut away for leg room

Dump truck interior

Preiser drivers and passengers (no. 79152)



Step 2 Business marketing

We're a culture that thrives on advertising, and your layout will look naked without it. Though you can make your own signs from magazine, newspaper, or even phone book ads, a number of paper, styrene, dry transfer, and decal products are available to paste advertising to just about anything on your layout.

I used several different sets of signs from Blair Line for the storefronts on my railroad, as shown in the righthand photo. The full-color signs are printed on thin sheets of styrene and are available for a number of different eras. They're easy to cut out with a hobby knife or scissors, and you can glue the signs to your buildings using CA or white glue. Don't use liquid plastic cement because it may dissolve the thin styrene and damage the printing.

Another common form of business marketing is the billboard. To earn a bit of extra money, the owners of the produce warehouse on my layout rented out some of their rooftop space to the New Haven for advertising. I added this railroad billboard to the structure using a Bar Mills kit. The kit is made from laser-cut wood and comes with neatly printed logos and graphics. It was so easy to build, I assembled and painted it during lunch one day.





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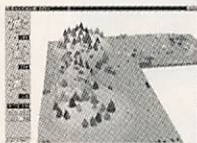
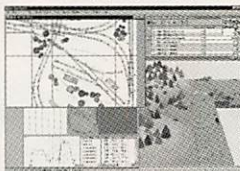
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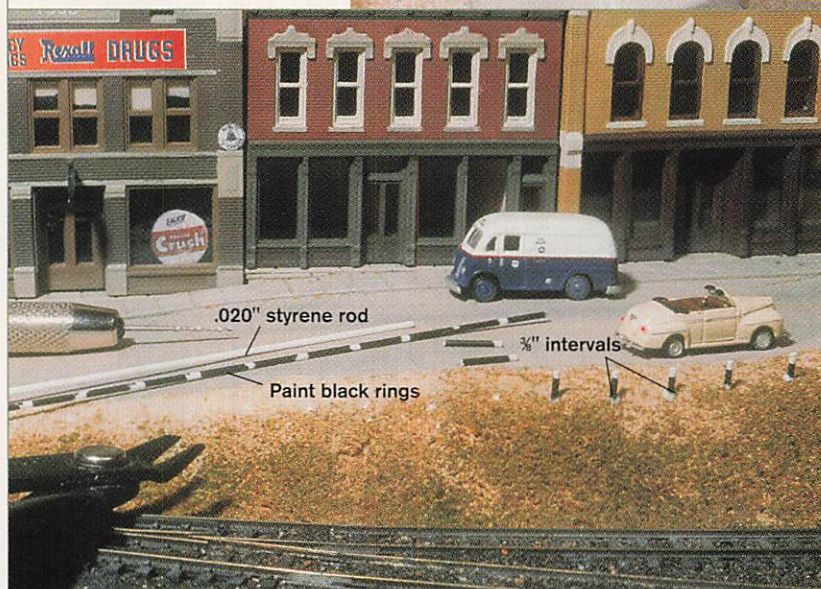
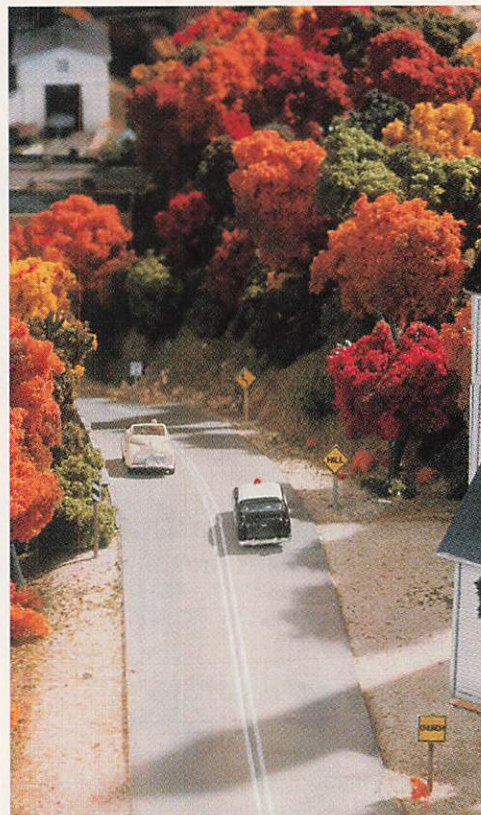
Step by Step

Step 3 Street improvements

In addition to advertising, we require an amazing number of signs to tell us what to do when we drive. A trip down most any American highway could lead a foreigner to believe we are incapable of operating motor vehicles without a sign to tell us where we are, which way to go, which way the road will turn, and what points of interest we were about to miss.

There are a host of road signs offered to model railroaders, and they're available for different eras as well. On my layout, I used several Blair Line road sign kits. Like the storefront signs, the road signs are printed on thin styrene sheets. Each set comes with wood posts, but there are far more signs than posts in the kit. I made extra posts from .020" square styrene strips. Before assembling the signs, I painted the posts and the back of the sign-sheets gray, giving them a more-realistic appearance. The righthand photo shows the finished signs (and cars with drivers from step 1).

Along with signs, guardrails are an important roadside detail. I really like the old black-and-white post-type guardrails used between the 1930s and '50s, so I made some for my layout. To make them in N scale, start by painting black rings, spaced $\frac{3}{8}$ " apart, around a .010" styrene rod. Next, cut the individual posts off the rod with a side cutter and glue them along your roadway at $\frac{3}{8}$ " intervals, as shown in the photo below. Leave the white styrene tops exposed to simulate the guard posts' reflective white paint.



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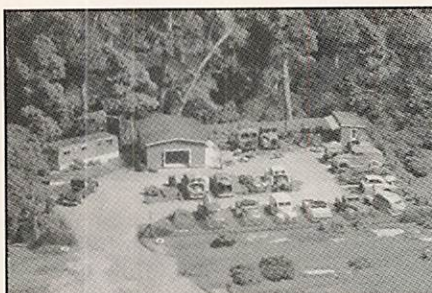
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Step by Step

Step 4 Ordinary life details

Items like tree swings and laundry hanging on wash lines are some of the details associated with everyday life. I made these two details for my layout, starting with two unlikely sources: plastic fishing poles and wood signposts.



I'd purchased Preiser's Women Hanging Wash (no. 79050), but was disappointed at the thickness of the wash line included. At the same time I'd also bought some Preiser N scale fishermen (no. 79077), which come with lengths of thin black-plastic rod to make fishing poles. By combining an extra plastic fishing pole with some wood posts from a Blair Line road sign kit, you can make a finer-scale wash line.

Start by drilling .080" holes in the tops of the posts, cementing the rod in the holes with CA to form the rope line. Next, cut the plastic clothes from the Preiser wash line and cement them in place on the new one. The finished model has the correct lightness to it, making it more realistic.

You can also make a tree swing using the same materials. This time use a small piece of wood post for the seat and two lengths of pole material for the swing ropes. If you don't need fisherman for your layout, you could do something similar with fine piano wire or brass rod.

Step 5 Products for industry



Because of the size and number of products they handle, industries such as lumberyards and foundries usually leave a lot of materials laying around outdoors. As a result, businesses like these tend to look derelict if their surroundings are too clean.

To add bunks of wood to my lumberyard (shown in the photo on page 52), I used resin castings made by California Freight and Detail Co. (item no. 1160 available through Wm.K. Walthers). The castings have nice detail and come painted in a bare-wood tone. I'd originally planned to use an Atlas milled lumber kit (no. 791), but found the boards were much too large for those stocked by a typical N scale lumberyard. However, by painting the stacks of thinner boards several shades of gray and rust, I made a nice assortment of metal parts for my foundry, as shown above.

You may also be surprised to find you already own good industrial detail parts. Structure kits often come with a wealth of useful items, such as the board fence sections from the Walthers Goldenflame Fuel Co. kit (no. 3246) shown above. Other kits can include barrels, oil drums, and boxes. The ones in the photo came with Model Power and Heljan kits.

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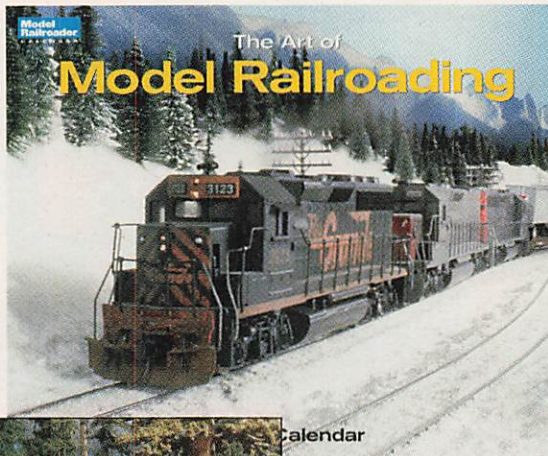


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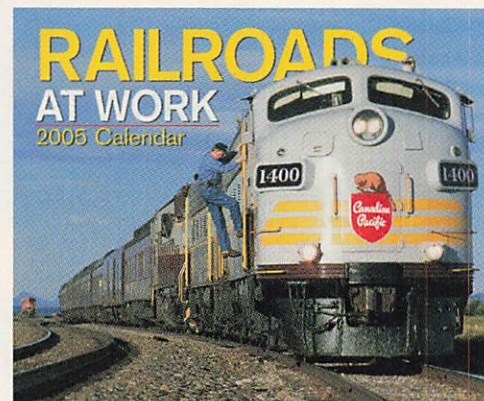
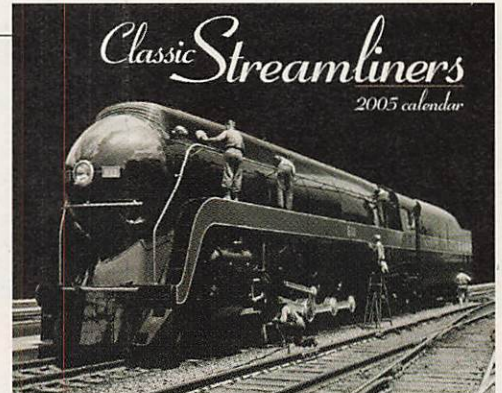
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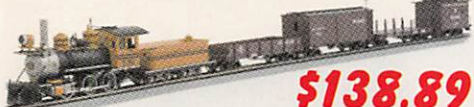
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Branch line for the Turtle Creek Central

A 2 x 6-foot layout section you can add to an existing railroad or use as the start of something new

By Jim Kelly • Photos by the author

Whether your layout is big, small, or somewhere in between, adding a branch line is a great way to increase interest, operation, and realism. I built a 4 x 8-foot HO scale layout, the Turtle Creek Central, a few years ago. [The four part series ran in the January through April 2002 issues of *Model Railroader*. – Ed.] The Turtle Creek, known as the “Route of the Dashing Turtle,” is a fictional short line set in the hills of Pennsylvania.

Since then I’ve built a 2 x 6-foot extension to represent a branch running from the town of Turtle Creek up to Turtle Creek Coal Mine no. 1. Though most of you haven’t built the Turtle Creek Central, there’s a lot you can do with a small switching layout like my coal branch. Because of its compact size, the branch is portable, allowing you to add it to almost any existing model railroad by simply setting it in the aisle. When not in use, the branch could easily be removed and stored until needed again.

If you’ve never built a model railroad, you could build the branch line as your first layout. Its small size is great for learning key layout-building techniques. When you’re ready to start a bigger layout, you can incorporate your branch line into it.

If you build the branch as a stand-alone switching layout, adding 1 x 6

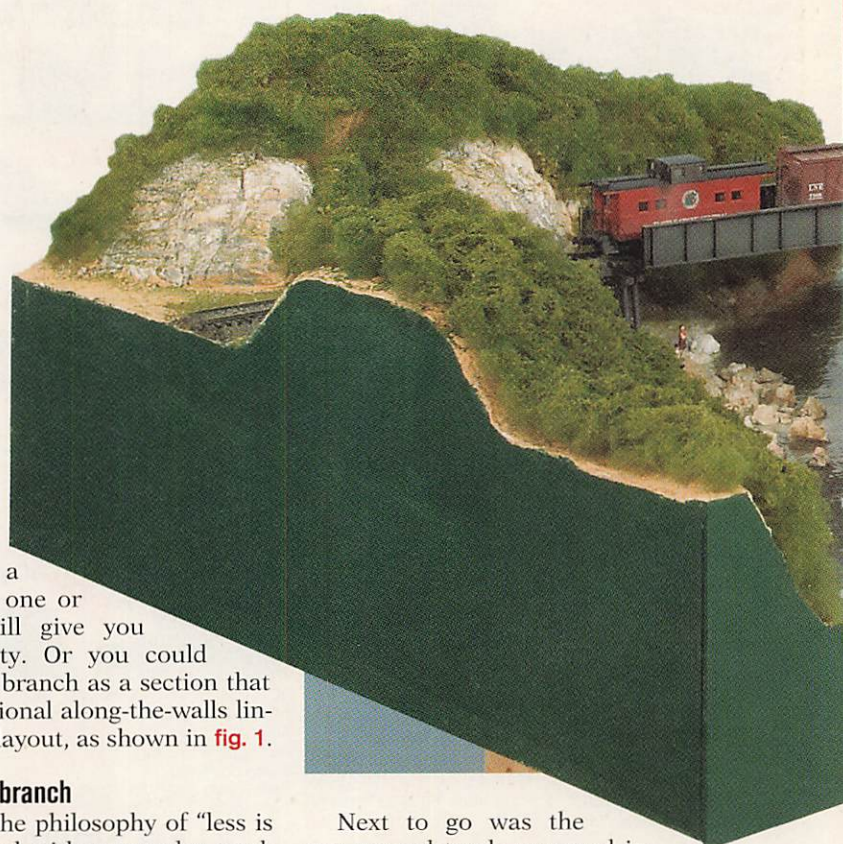
removable shelves with a runaround at one or both ends will give you more flexibility. Or you could build the coal branch as a section that fits into a sectional along-the-walls linear switching layout, as shown in **fig. 1**.

Designing the branch

Following the philosophy of “less is more,” I started with a complex track plan and then pared it down to its present simplicity. I wanted the entire layout to fit comfortably into an average 10 x 12-foot room with space to walk around three sides, so that determined the size of the extension. Even at 2 x 6 feet, which seems small at first, the branch makes the original Turtle Creek 10 feet long on one side.

As you can see from the photos, the branch is designed to handle short trains, seldom more than four cars, but that seems about right given the capacity of the “mother” layout.

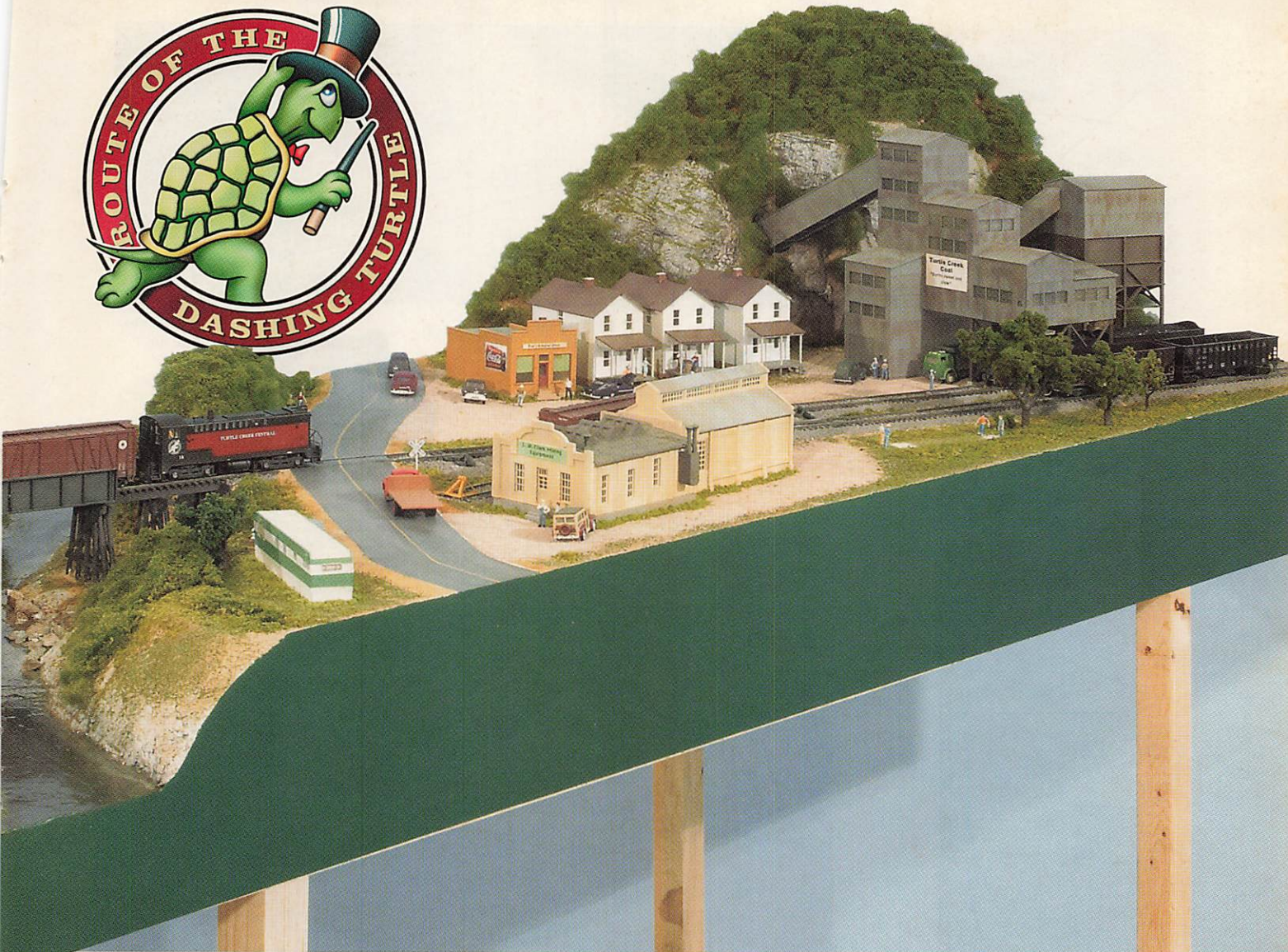
My earliest track plan included a turntable, three tracks serving the mine, a runaround track, and several more switching spurs. I tossed out the turntable early on because even a small one takes up a lot of space. Just as on many real railroads, our branch engine runs out to the mine forwards and makes the return trip backwards.



Next to go was the run-around track, removed in favor of having more space for the river. Surprisingly, switching on the extension is more interesting without a runaround track. This is a real thinking man’s railroad – you can’t just set out merrily for the mine without blocking the train properly in Turtle Creek. Cars for the mine spur must go ahead of the engine, and any cars for Clark Mining Equipment must be on the back of the train.

I then eliminated the multiple mine tracks and reduced the mine to about half its original size. The Walther’s New River Mine is a great kit, but it would have overwhelmed everything else on the layout at full size. [Jim will explain how he kitbashed the mine in the April 2005 MR. – Ed.]

While I was at it, I took into account several visual design considerations. I avoided placing the extension’s major elements (the track, the highway, and the river) parallel to the layout’s edges.



Nothing adds operating interest to a layout like a branch line. Former *Model Railroader* managing editor Jim Kelly begins a four-part series this month on building a 2 x 6-foot extension for our Turtle Creek project layout, originally featured in the January 2002 MR.

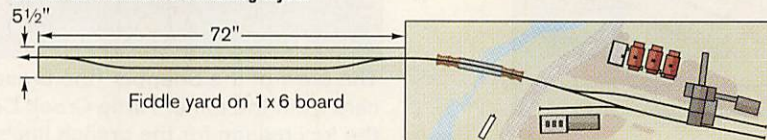
William Zuback photo

By avoiding parallel lines, you create visual interest, making a layout look larger. I also snaked the river behind a small hill on the back edge of the layout. This technique makes it easier to add a backdrop later, as it hides the transition point where the water contacts the flat surface.

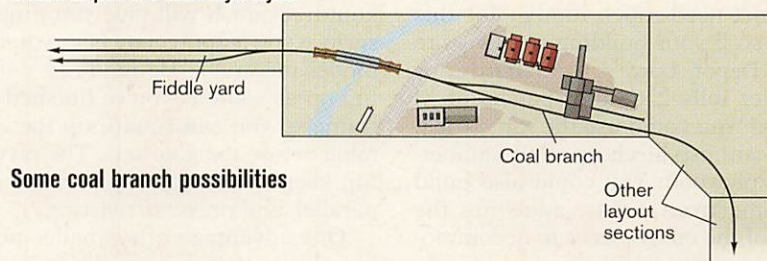
Let's get started

I had a lot of leftover lumber from the Turtle Creek Central, so I used it as a starting point to build the branch. I'd built the original Turtle Creek with 3"-wide strips of 1/2" birch plywood. I'd bought a 4 x 8-foot sheet at the lumberyard and had them saw it up for me.

Branch as standalone switching layout



Branch as part of a shelf-style layout



Some coal branch possibilities

Illustrations by Rick Johnson

Fig. 1 Plenty of options. Even if you didn't build the original Turtle Creek Central, you could build the Turtle Creek mine branch and add it to an existing layout, use it as a stand-alone switching railroad, or make it part of a sectional shelf layout.



The crew of the Snapper (the branch line job), pulls a couple of loaded hopper cars from the mine. Turtle Creek Coal Mine no. 1, a focal point on the extension, is the key reason for the branch line's existence. William Zuback photo

You don't need much lumber for this layout, so if your building supply store (Home Depot, Lowe's, or Menards, for example) sells 2 x 8-foot panels of $\frac{1}{2}$ " plywood, you could use the same trick. If you can, use birch or other cabinet-quality plywood. You could also build the frame from 1 x 4s, adjusting the length of the cross pieces to accommodate the boards' $\frac{3}{4}$ " thickness.

Figure 2 shows how I built the frame. I used Elmer's Carpenters Glue for the joints and nailed them with panel nails. The top is a 2 x 6-foot sheet of $\frac{1}{4}$ " lauan plywood. You can buy some less-expensive stuff, but the smooth

knot-free finish will give you a quality surface you'll appreciate later when you model the creek. Be ready to nail the top on as soon as you've finished your frame so you can square up the entire table before the glue sets. The plywood top keeps the frame square, the sides parallel, and prevents twisting.

One advantage of a smaller project like this is that you can store it out of the way, at least until you get to the scenery phase. You just need something to set it on when you're working on it. Sawhorses or a folding table work well, but you could also use the tops of your laundry machines (properly protected).

If you're building the branch as a free-standing layout, it makes sense to build the legs now, following the plan in **fig. 2**. I built two sets of legs so the extension could stand alone, but if you're going to join the extension to an existing layout, you need only one set to support the outer end. You can bolt the other end to the main layout.

Adding the foam top

With the frame and legs complete, I added two layers of foam insulation board, as shown in **fig. 3**. To match the thicknesses used on the original layout, I cemented a 1"-thick layer to the table-

top and then glued a 2" layer on top of it. In the photos you'll notice that my 1" foam layer is white. That's because I used a sheet of beadboard (manufactured by pressing foam beads together under heat and pressure) since I had it laying around my workshop. Though not as neat and easy to work with or as strong as extruded foam insulation, beadboard is less expensive. With this in mind, I used it as the bottom layer to minimize the material's disadvantages.

Step one was to lay the foam on the extension's top and figure out where the track and river were going to go. Transfer the measurements for these features from the track plan and then cut out the area for the river bottom. I cut the foam with a saber saw, which makes short, easy work of the job.

I cemented the foam pieces to the tabletop with PL300, a foam-safe construction adhesive made by Ohio Sealants Inc. You can also use latex Liquid Nails for Projects, but I like PL300 because it dries faster.

I apply the adhesive to the foam with a caulk gun and then spread it out with a large putty knife. You'll probably want to place some weight on top of the foam for a few hours to keep it flat while the adhesive sets.

Wedding-cake mountains

For the sake of continuity we'll keep on foam-in' here, though I actually assembled the buildings (at least partially) before adding the hills and other scenery features. Because structures dictate where the track will go and determine the scenery possibilities, it's a good idea to test fit the buildings first.

I built the hills wedding-cake style by cutting and stacking layers of 2" foam. See **fig. 4**. As you build up a hill, you can use the previous layer as a guide for the one above, just cutting it appropriately smaller to get the slope you want. I like to cut out all my layers, stack them up loose, and then let them sit for several days while deciding if I want to adjust the shapes. Then I cement the layers together, using a level to keep the stack reasonably plumb along the edges of the layout. (This makes it easier to add the fascia boards later.)

You can carve foam with just about any kind of cutting tool, but for this project I used an inexpensive 10" cake knife exclusively. Cutting foam dulls tools quickly, so don't use that beautiful knife that's been in your family for six generations. Buy an inexpensive one at the supermarket or discount store.

Don't try to remove a lot of material at once. The knife will work best if you slice off the foam in 1/4"-thick shavings.

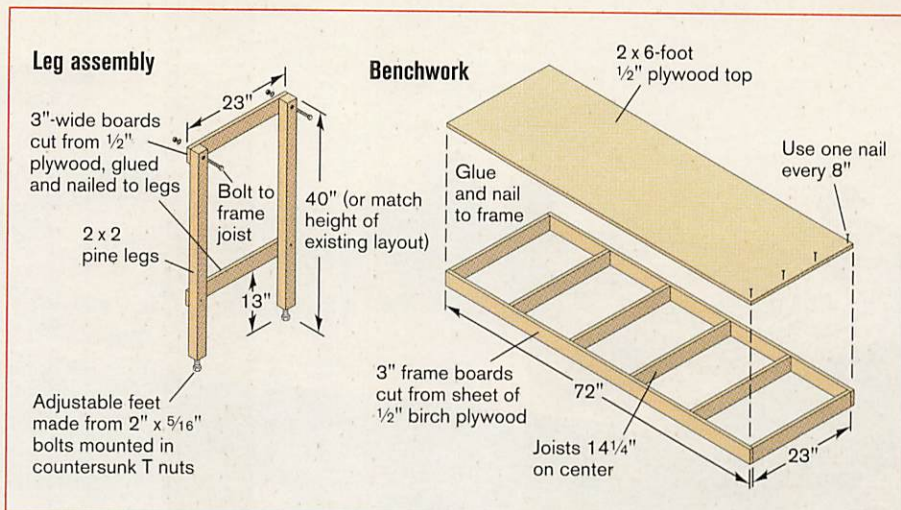


Fig. 2 Construction. Jim used 1/2" x 3" plywood strips to build the benchwork. Plywood strips warp less than most dimensional lumber. You could substitute 1 x 4 lumber if you cut the joists 1/2" shorter to accommodate the 1 x 4's 3/4" thickness.

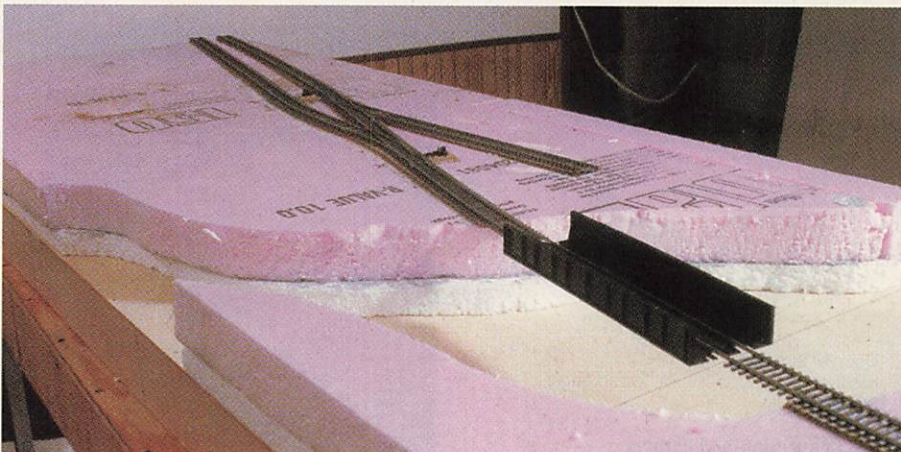


Fig. 3 Foam base. To provide the depth needed for the creek, Jim built a 3"-thick scenery base with foam insulation board, available at most lumberyards.

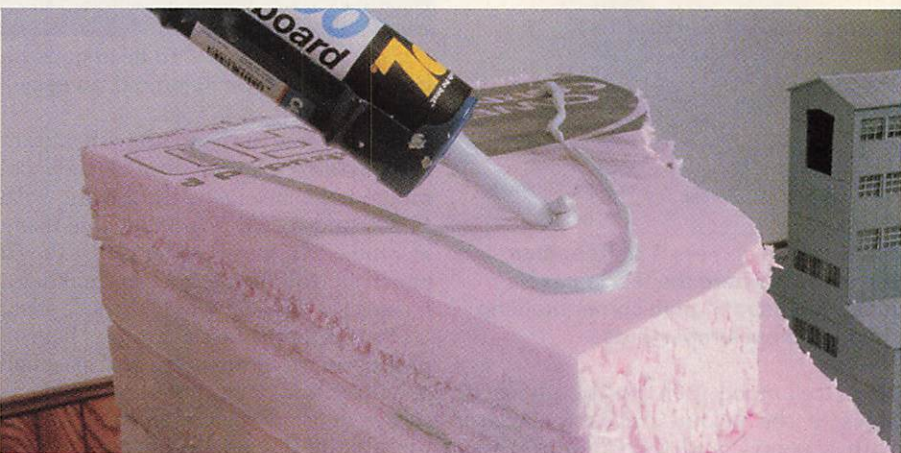


Fig. 4 Scenery construction. Using a technique he calls the "wedding-cake" method, Jim built up the hills on the layout by stacking layers of 2" foam. He cemented the foam slabs in place with PL300 construction adhesive.

Neat and clean fascia

Once you've carved the scenery and established its edges, you can dress up the outside of the layout with fascia. I made my fascia from 1/8" tempered hardboard, setting the bottom of the

boards flush with the bottom edge of the benchwork and cutting the tops to match the scenery's contour.

First I cut the panels in strips high enough to reach the highest part of the scenery on the side or end in question.

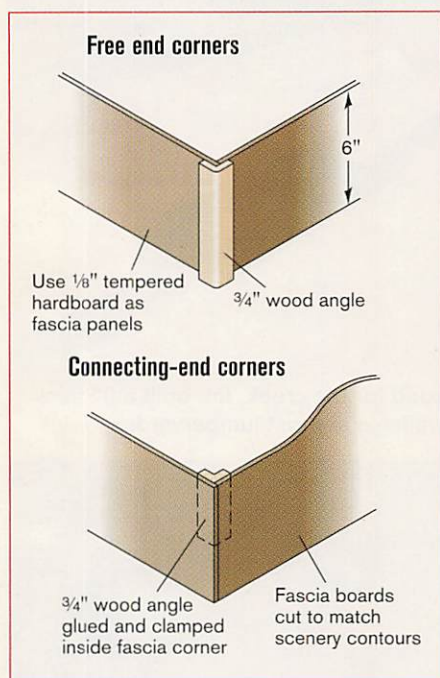
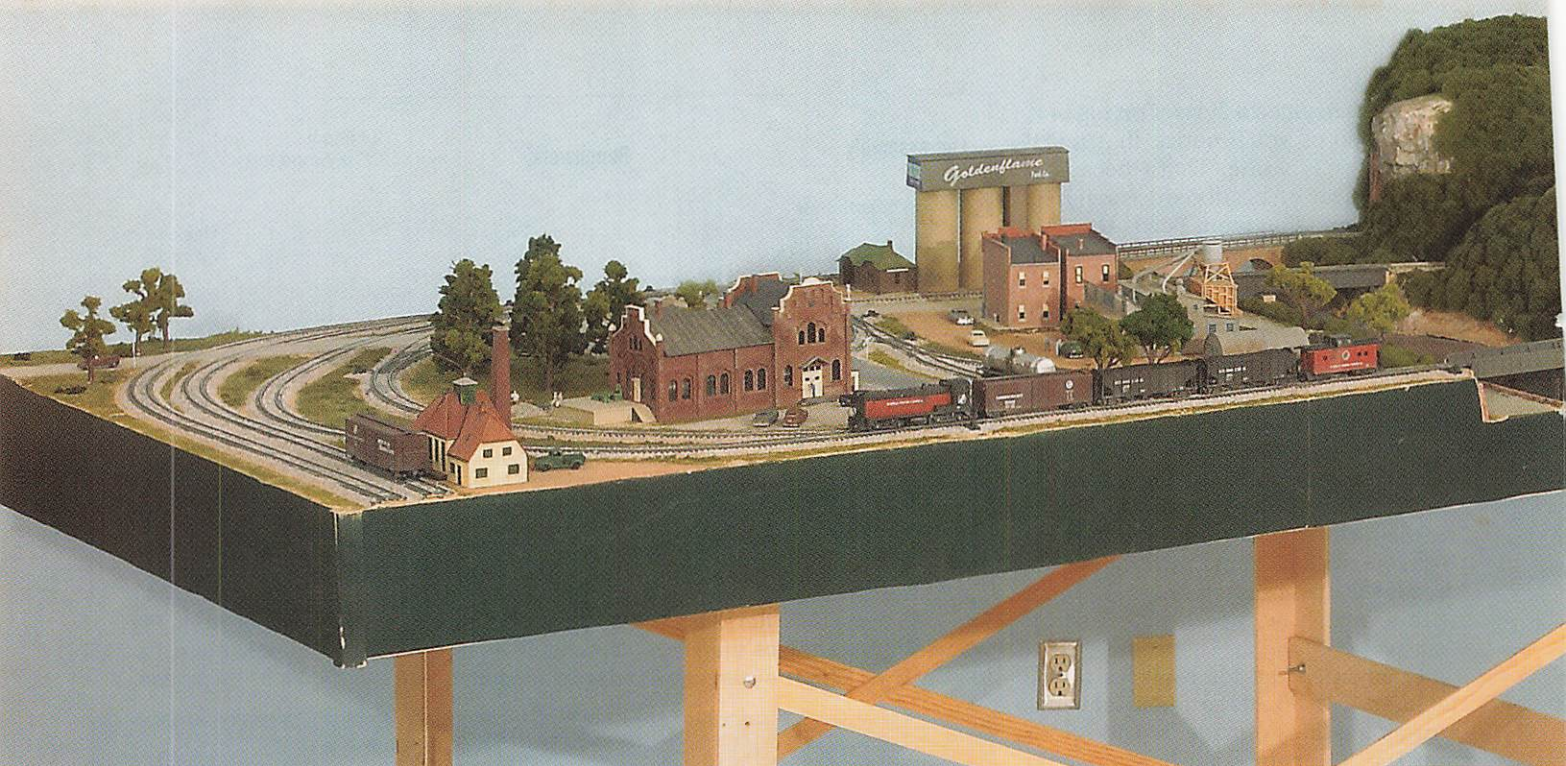


Fig. 5 Fascia corners. To strengthen the corners where the fascia panels meet, Jim used 3/4" pine corner molding, found at most lumberyards.

Next I clamped them to the plywood sides of the layout, traced the edges with a pencil, and then removed the panels. I cut the contoured edges with a saber saw.

In places where the foam caused the fascia to bow away from the layout, I

More on our Web site

For a short video tour of the Turtle Creek Mine Branch and some insight from author Jim Kelly, visit our Web site at www.modelrailroader.com

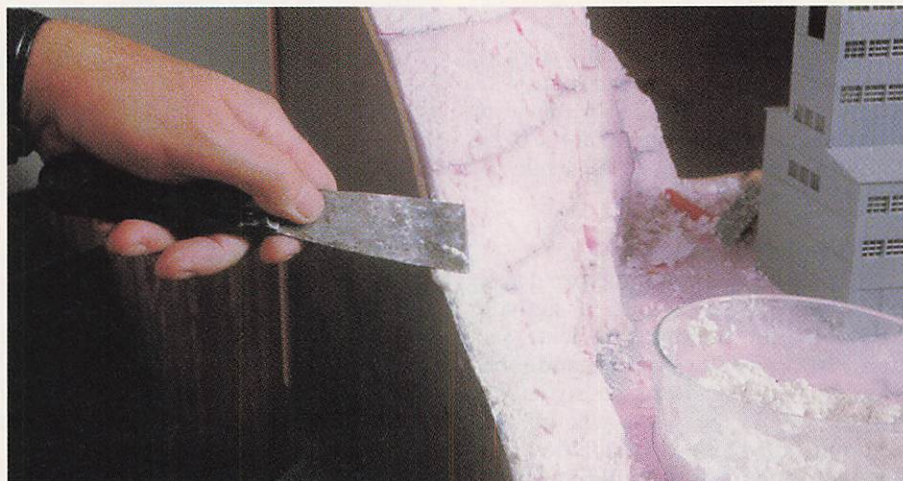


Fig. 6 Finishing edges. To fill in gaps between the fascia and the layers of foam board, Jim used Sculptamold, an easy-to-use papier-mache-like product.

removed some of the foam with a Stanley Surform planing tool. I then cemented the fascia to the layout with PL300 and nailed it to the frame using 1/2" brads. Don't use longer nails; they'll penetrate the frame boards, making a hazard for anyone who lifts the layout.

To neaten the fascia corners, I cut 3/4" pine corner molding to fit and attached it with yellow glue and short nails, as shown in **fig. 5**. The end that will butt to the existing layout couldn't be treated the same, so for those I removed some foam to make room for short lengths of corner molding and glued and clamped them to the insides of the corners.

I filled the voids between the profile board edges and the foam surface with Sculptamold, working it in with a putty knife, as shown in **fig. 6**. Sculptamold is a papier-mache product available at most hobby shops and art supply stores.

It's great for use on model railroads because it's easy to control and creates little mess. When the Sculptamold is dry, if need be, you can sand, cut, carve, drill, or file it.

A little change of scenery

Sometimes it can be difficult to get your scenery shapes right the first time around, but with the techniques I'm using here, it's easy to keep modifying the terrain until you're happy. Originally my riverbed was wider than I wanted. The stream is at a higher elevation than the wide and lazy river on the 4 x 8 layout, so it should be smaller. I also wanted a site on which to park a mobile home, so I made some changes.

As can be seen in **fig. 7**, I narrowed the river by cementing foam chunks along the banks. I used Woodland Scenics plaster cloth to cover the joints and



With the addition of the mine extension, the Turtle Creek is now an 8 x 10-foot L-shaped layout. Jim designed the mine branch so the layout would still fit comfortably in an average 10 x 12-foot spare bedroom. William Zuback photo

smooth the contours (this would have taken a lot of Sculptamold).

As its name implies, plaster cloth is a loose-knit fabric coated with dry plaster. To use it, cut swatches of the cloth from the roll, dip them in water to activate the plaster, then lay them over the surface you want to cover. (As an alternative method, you can also lay strips of dry plaster cloth on your scenery and mist them with water from a spray bottle to activate the plaster.) Once the material dries, the plaster cloth forms a solid shell. You can then paint it and cover it with scenery materials.

Tune in next time

Where once there was nothing you now have a pink mountain valley calling out for track and scenery. Next month we'll make this look more like a place seen on planet Earth. See you then. **MR**

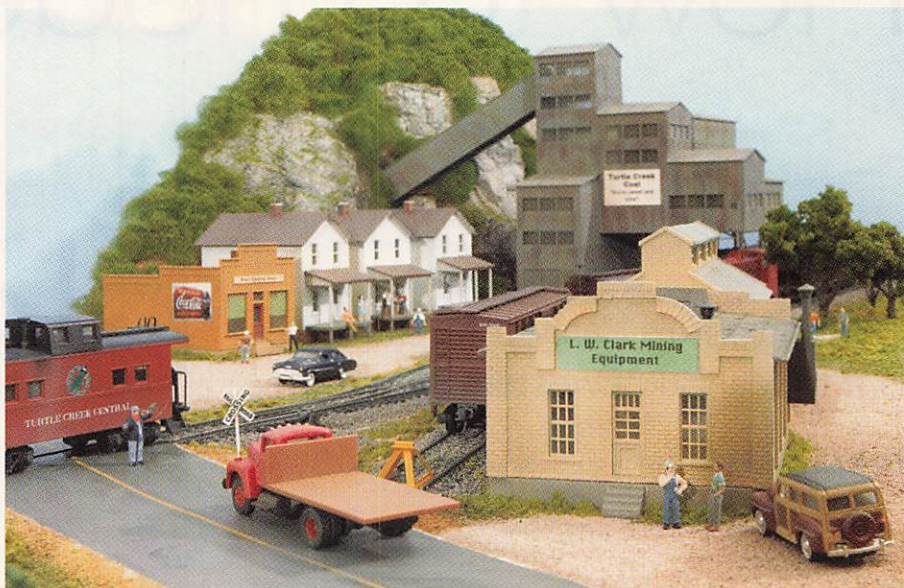
Jim Kelly retired from MR in 2002, and we've kept him busy building project railroads and writing stories ever since! When not playing golf or free-lancing for MR, he models Tehachapi Pass in N scale. Jim lives in a suburb of Milwaukee with his wife Elisabeth.

A brakeman flags traffic while his train crawls through the intersection. This photo gives a good view of the community Jim built around the mine.

William Zuback photo



Fig. 7 Scenery revisions. Jim's first attempt at a riverbed came out too wide, so he glued chunks of foam in places to fill it in a bit. He then covered the gaps with plaster cloth to make a smooth riverbank.





How to model a stucco depot

The Santa Fe's Lamy, N.M., station is a typical Southwestern structure

By Bob Foltz • Photos by the author



Materials list

Grandt Line

5163 33" doors

5193 36" x 76" windows

Evergreen Scale Models styrene

292 .080" angle

4080 .040" V-groove siding,
.080" spacing

Floquil paint

110791 Rosewood stain

Plastruc styrene

90709 .010"-square rod

90721 .020" x .030" strip

90722 .020" x .040" strip

90725 .020" x .100" strip

90767 .080" x .156" strip

91104 .040" sheet

91638 HO scale Spanish tile sheet

Polly Scale paint

404055 TH&B Cream

404079 Oxide Red

414113 Reefer White

414203 GN Big Sky Blue

414320 Aged Concrete

414323 Rust

Walthers

933-3156 brick straight street sections

Miscellaneous

Birch aircraft plywood, 1/8" x 6" x 12"

Durham's Water Putty

12" x 12" HO scale lumber

Bob Foltz modeled the Santa Fe depot at Lamy, N.M., for his New Mexico Division HO layout. His article explains how to add stucco texture to plywood walls and also how to modify window castings for masonry structures.

My Santa Fe Ry. New Mexico Division HO layout needed several stucco depots. Since no kits are even close, I knew I'd be scratch-building them. Of those I want to model, the station at Lamy, N.M., is the most complex. If I could build this one, I thought, the others would be easy.

Although I wanted a fairly accurate model, I was willing to use commercial window and door castings wherever possible. Even if you aren't building the Lamy depot, the ways I kitbashed window and door castings and modeled stucco may be useful in other projects.

I thought I'd have to draw my own plans, but learned that Leslie Trill had drawn excellent plans of the depot as it was originally constructed in 1909. Even though I was going to build my model as the depot looked in 1951, I could follow his drawings and make adjustments to model the latter-day modifications. With Leslie's generous permission, his plans are included here on pages 70 and 71.

Windows and doors

The windows and doors are the first thing I tackle in any structure project. After studying the photos and drawings, I found that Grandt Line no. 5193 windows are only a few scale inches smaller than the prototype's. The major difference is that the Grandt windows have six panes in the upper sash and two in the lower, while the Lamy depot has nine panes over one. This is easily corrected as shown in **fig. 1** on page 68. The fact that the horizontal mullion overlaps the verticals isn't obvious from more than a few inches away.

As with most masonry structures, the windows are set into the wall and don't have exterior trim or facing. This requires that the windows be mounted from inside the walls and upside down to have the upper sash correctly hanging outside the lower.

Figure 1 also shows the casings I added to the windows. These extend through the walls and leave about a

.020" lip exposed on the front to work the stucco material up against. Adding this casing also brings the window very close to the prototype dimensions.

The small windows for the rear bay and the express room required a little more work, but I also modeled them by modifying no. 5193 windows as in **fig. 1**. I added casings to these windows too.

The Grandt no. 5163 door has a frame with a tall transom, but again the multi-pane windows don't match the Lamy depot. There are other differences I decided I could live with, so I again changed the mullions as in **fig. 1**.

The large front window in the agent's office and the express room doors must be scratchbuilt. **Figure 2** on page 68 shows how I made them. The original express room doors had quarter-circle windows and raised trim. I thought these looked too old-fashioned for 1951, but the current roll-up doors look too modern. The grooved styrene siding I used looks more "fiftyish" to me.

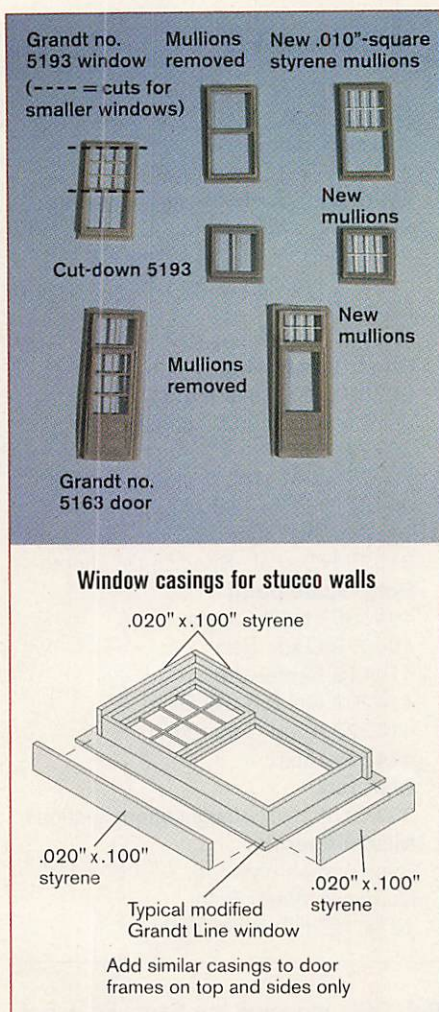


Fig. 1 Windows and doors. The photo shows how Bob modified Grandt Line window and door castings to more closely match the prototype at Lamy. The drawing shows the casings he added to the altered windows and doors so they'd project through the structure's walls from the inside out.

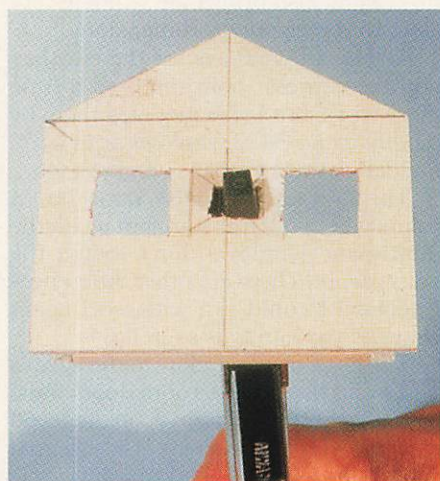


Fig. 3 Nibbling. Bob used a nibbler, a tool made to cut openings in electronics cabinets and panels, to cut out the windows in his station's plywood walls. This tool works great in styrene too.

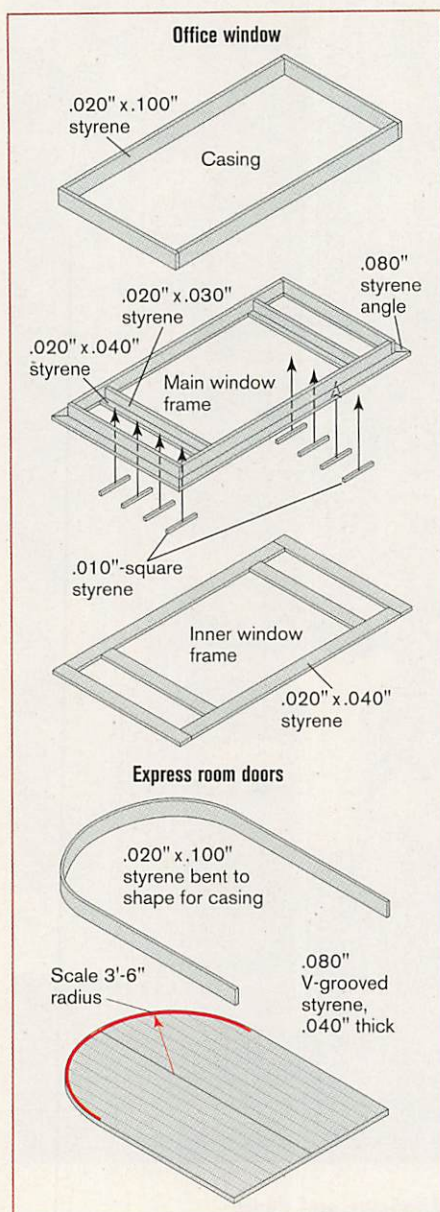
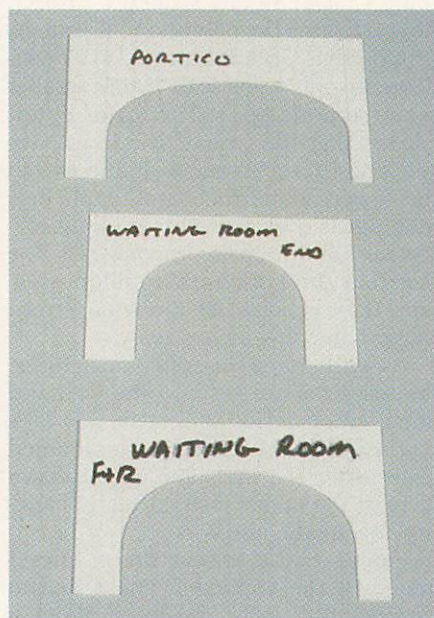


Fig. 2 Scratchbuilt window and doors.



I spray-painted the completed windows, including the transom windows, with Polly Scale Reefer White, then brush-painted the casings and door frames Great Northern Big Sky Blue. I used the same blue for all the doors.

Construction techniques

I first read about modeling stucco with Durham's Water Putty in an article by Michael Gross in the Second Quarter 1993 issue of the old Santa Fe Modeler's Organization magazine, *Santa Fe Modeler*. That's what I decided to use for Lamy station, but the sidebar on page 72, "Searching for the perfect stucco," suggests some other alternatives.

I doubted the putty would stick well to styrene, so I used $\frac{1}{8}$ " model aircraft plywood for the depot's walls. Plywood has a little "tooth" for the putty to grab, and the multiple plies resist warping better than plain sheetwood. Since I'd be using a water-based medium for stucco, I also added a lot of interior bracing with 12 x 12 scale lumber.

Plywood is much tougher to cut than basswood. I tried a circular saw blade in a motor tool and found it made quick work of straight cuts. I sawed just outside the wall outlines I'd drawn on the plywood and sanded the pieces to their final dimensions.

Window and door openings can best be cut with a nibbler designed for electronic cabinetwork. This tool is well worth its modest cost, and it also works well in styrene. I drill a $\frac{1}{8}$ " hole where an opening is needed and square it out with a knife until the opening is large enough for the nibbler head. Next I use the nibbler to trim the opening to the final dimension as in **fig. 3**.

If you look closely at the nibbler head you'll see that one corner is a little deeper than the other three. I got the cleanest cuts by placing the deepest corner right along the cut line.

The many arches are elliptical, so I made templates from .020" styrene for each of three different arch shapes as in **fig. 4**. After cutting out most of a template with a knife, I used a sanding drum in the motor tool on low speed to carefully remove the last of the styrene. I worked slowly and kept comparing the templates to the drawings until I had each one just right.

Using the templates, I traced the arches onto plywood. After cutting the

Fig. 4 Templates. To lay out the station's elliptical archways on plywood, Bob made these styrene templates following the prototype drawings. The templates make it easier to achieve consistent arches on the model.

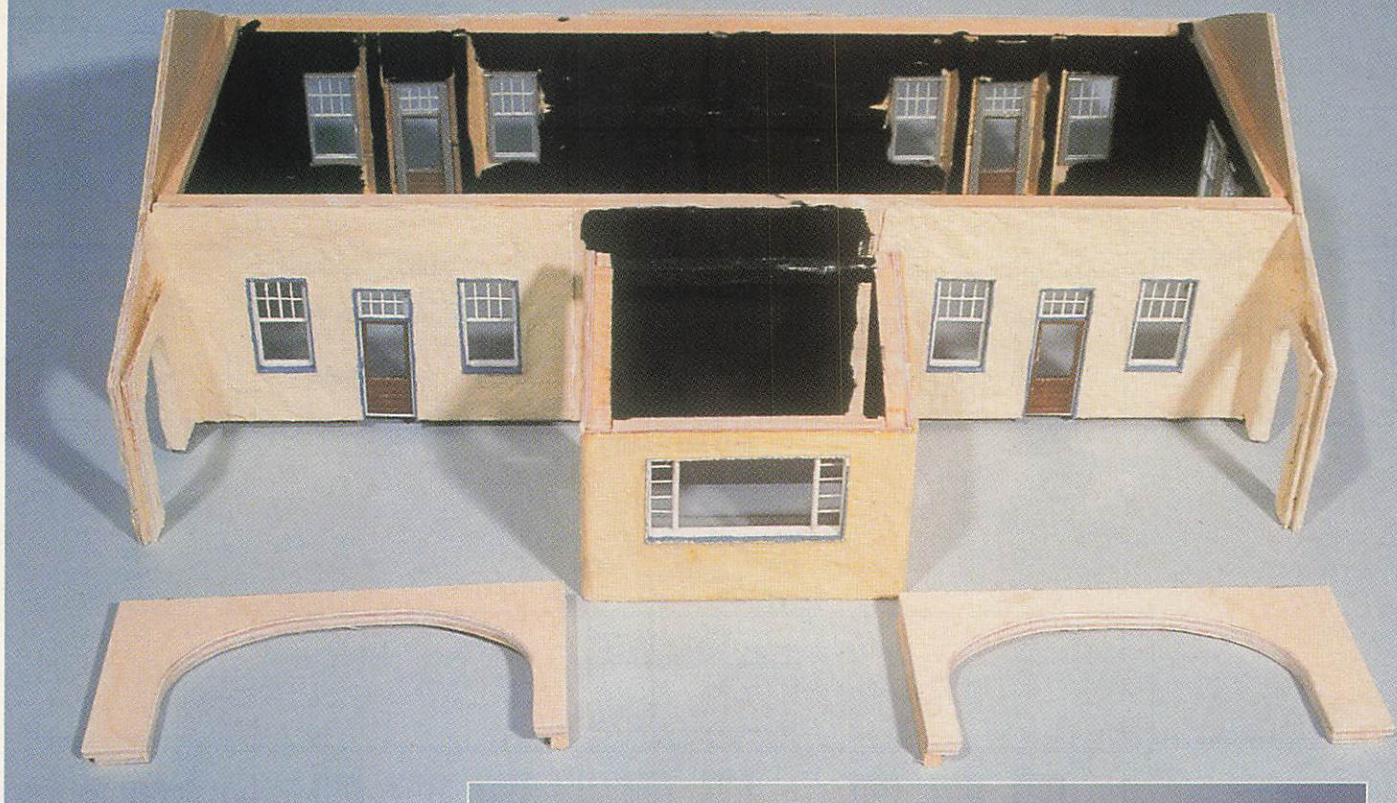


Fig. 5 Subassemblies. Bob finds that complex structures can usually be broken down into simpler box shapes that are easier to build. Above is the main building, with the front bay and front portico walls as separate parts. On the right, the express room and open-air waiting room are ready to be added as extensions of the main building.

straight sides with the circular saw, I roughed out the arches with the nibbler. Then I used a sanding drum in the motor tool on high speed to smooth the arches to their final shape.

Since $\frac{1}{8}$ " plywood is roughly 6" thick in HO scale, I laminated a second layer of plywood onto the free-standing walls to give them a realistic thickness of about one scale foot.

Subassemblies

This station is a little more complex than you might think, since I had to figure out how to get stucco inside the porticos and open-air waiting room. I ended up building the central structure, the express room, the open-air waiting room, and the front and rear bays as separate substructures. Also, I added the front portico walls separately after I'd stuccoed and painted the front walls of the main building. The sectional construction is shown in **fig. 5**.

For strength and simplicity I made the front and rear walls of the main structure from single pieces of plywood, leaving solid walls behind the bays. With those areas painted flat black, you can't tell through the windows that

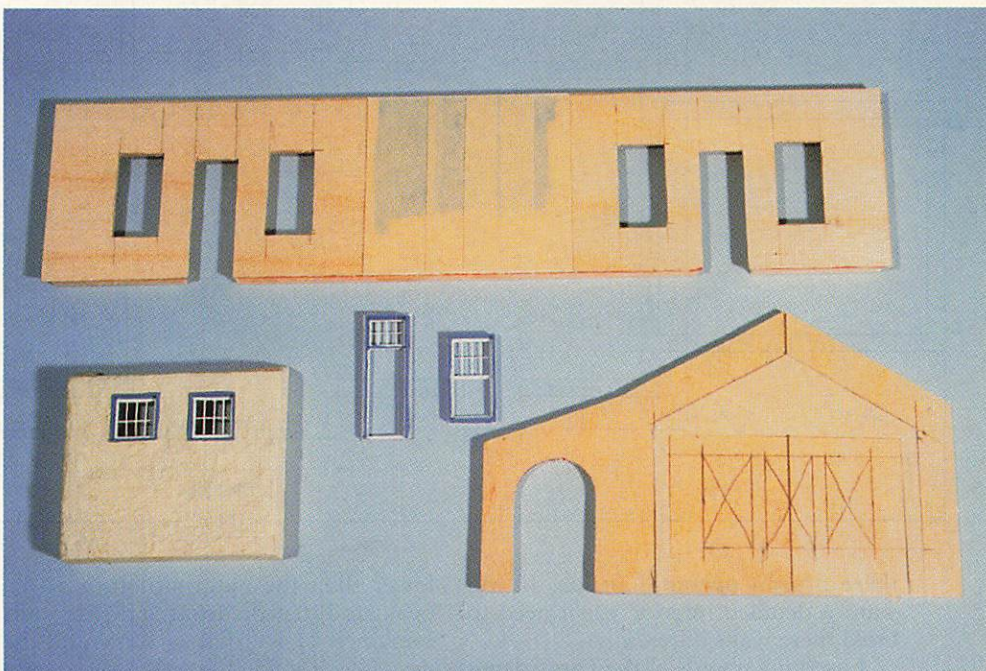
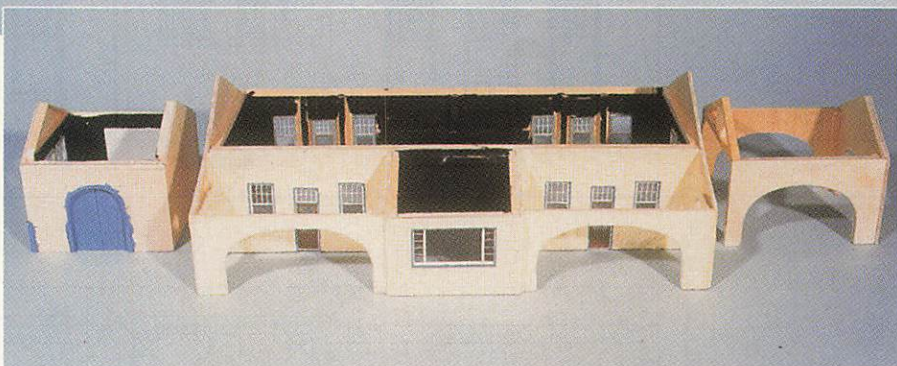
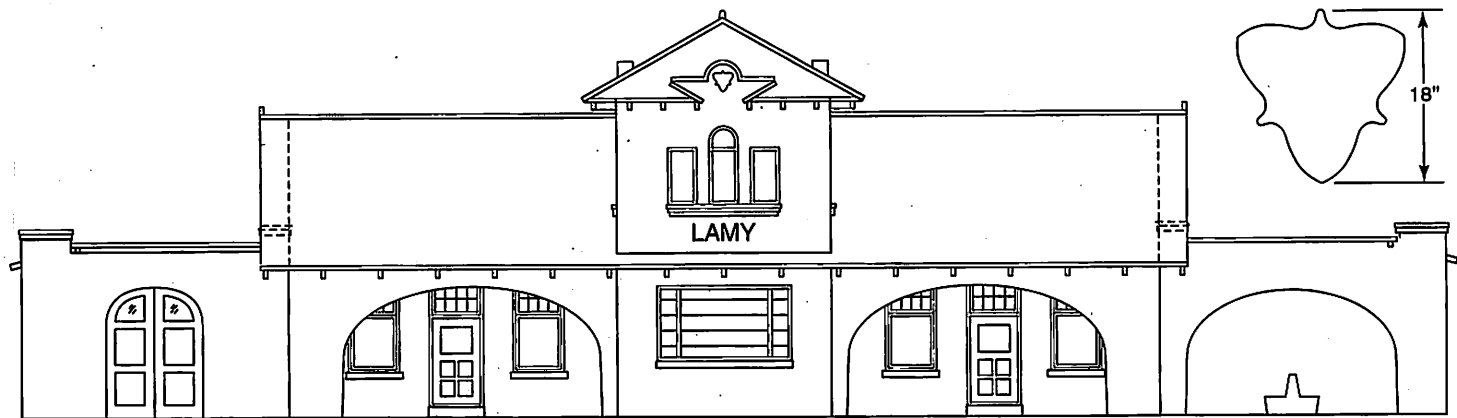
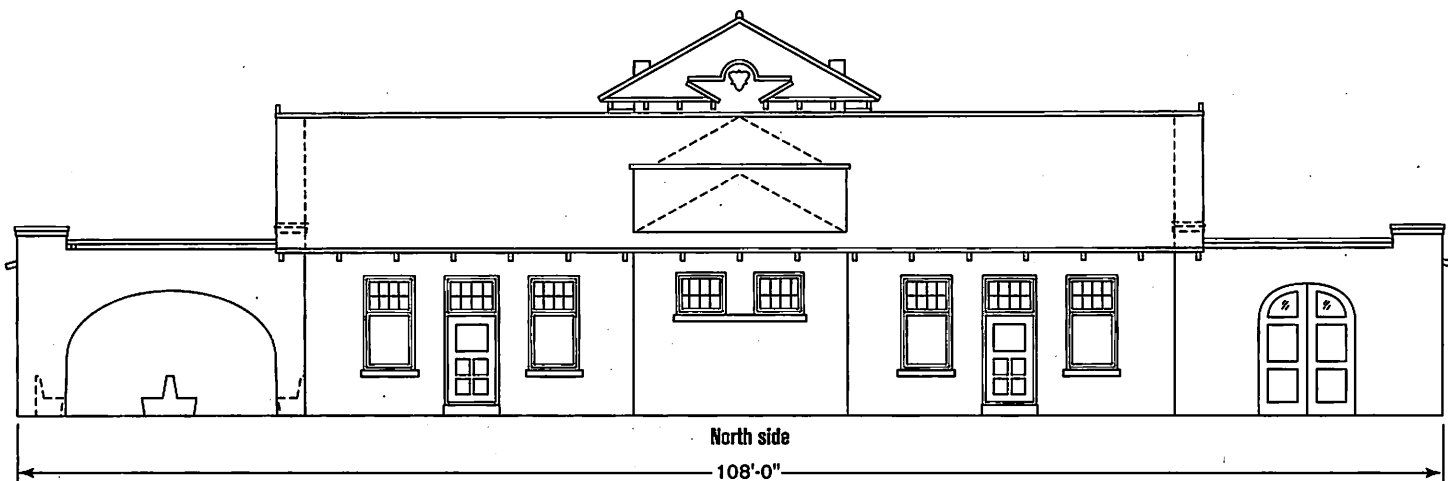


Fig. 6 Masking. Before applying stucco to the walls, Bob protects areas where other walls will be glued with strips of masking tape. After the walls are assembled, more stucco can be added to disguise the joints.

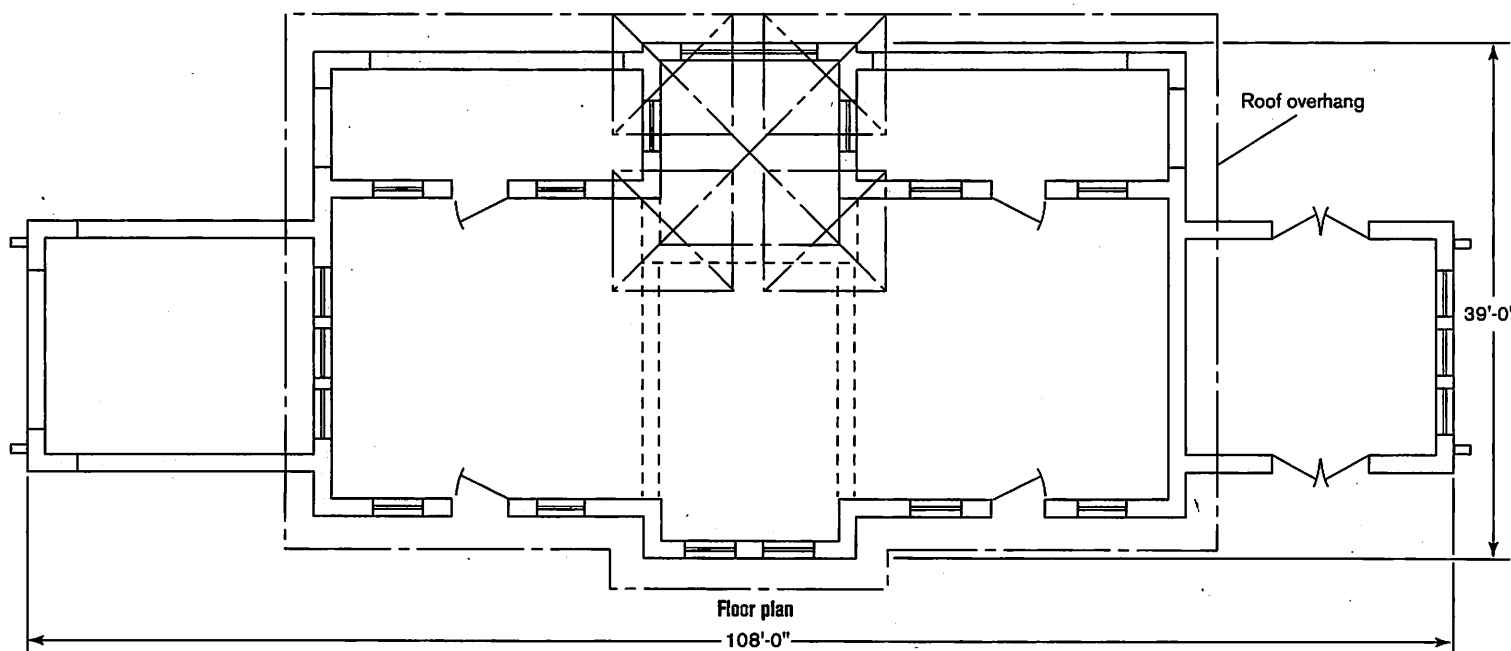


Track side (south)



North side

108'-0"



Floor plan

108'-0"

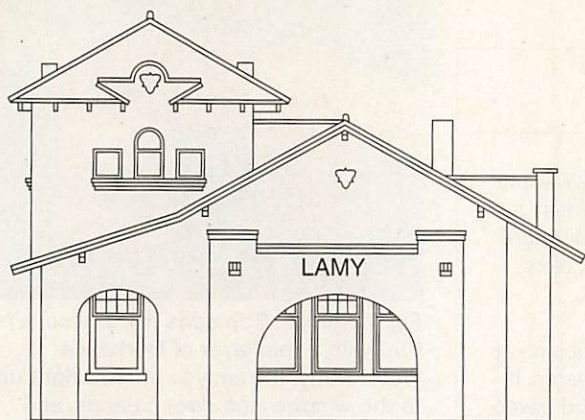
there are no openings inside. If you want a detailed interior you'll need to build these walls differently.

I used my photos of the Lamy depot to make reasonable guesses for adjusting dimensions from the drawings. Assuming the side roofs are three feet

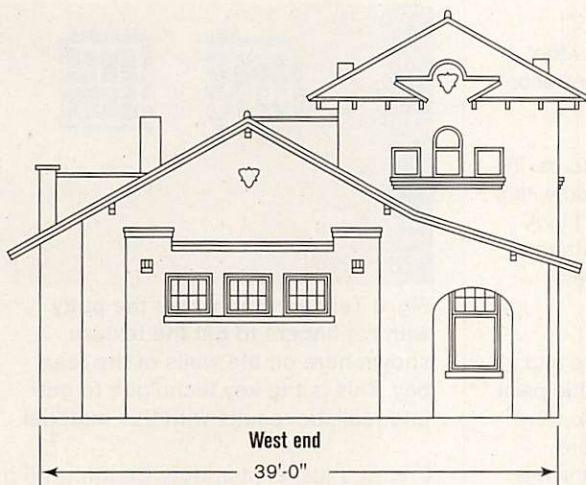
lower than the main structure at the peak, and that the front and rear walls remained 11 feet tall as shown on the drawings, I made the peak of the main roof 15 feet high.

After cutting out the plywood wall sections, I installed the modified and

scratchbuilt windows and doors, and applied strips of masking tape as in fig. 6 (page 69) to keep putty off places where I'd need to glue wall sections in the later assembly. Note that the main structure's sidewalls extend past the front wall to form the sides of the front portico.



East end



West end

39'-0"

1/2 HO scale

Ratio 1:174.2

TO CONVERT 1/2 HO SCALE
DRAWINGS TO YOUR SCALE COPY
AT THESE PERCENTAGES:

N 108.8 percent HO 200 percent
S 272.2 percent O 362.8 percent

Drawn for *Model Railroader* magazine by
LESLIE TRILL AND KELLIE JAEGER

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Stucco

After joining and bracing the walls, I used sandpaper to take the sharp edges off the outer corners to give them the slightly rounded look seen in stucco buildings. If I were modeling an adobe structure, I'd round the corners even more. I then installed the windows with thick cyanoacrylate adhesive (CA). The extended casings on the window frames came through the openings past the plywood, forming a nice dam to work the stucco material up against.

Next I mixed Durham's Water Putty in a small batch the consistency of thick pancake batter and started applying it to the walls with a plastic picnic knife.

It takes very little putty to cover the plywood with a thin layer. I found it surprisingly easy to work the putty up to the styrene window casings, as shown in **fig. 7** on page 72, without getting much, if any, on the front of the casing itself. Capillary action tends to pull the putty into the seams between the window and wall.

When the water putty began to set, I patted it with a finger to give it an irregular surface and continued to work it in that way as it dried. This smoothed out some of the larger bumps while retaining the small peaks and valleys characteristic of stucco. When the putty was almost dry, I rubbed it very lightly to

even the surface a bit more. If it didn't look right, I just dampened my finger with a little water and worked it again.

The final texture is probably a little rough to be exactly to scale, but it conveys the general look and texture of the real thing. Truly scale stucco texture probably wouldn't be visible at normal viewing distances.

Very little putty actually got onto the window frames, but I scraped off any stray material with the edge of a knife and touched up the paint with a fine brush. I brush-painted the finished stucco with a Polly Scale mixture of about 75 percent Reefer White and 25 percent Toronto, Hamilton & Buffalo

The depot at **LAMY**

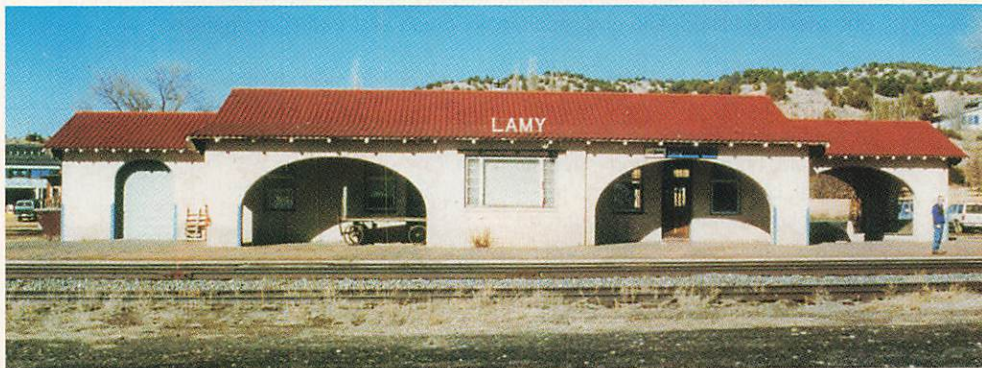
Lamy owes its importance to Santa Fe, N.M., which was already a major tourist center by the early part of the 20th century. However, the Atchison, Topeka & Santa Fe's main line never actually entered its final namesake. Because of rugged terrain, New Mexico's capital city could be reached only by a branch line with 3 percent grades. Known as the Santa Fe District of the New Mexico Division, the branch connected with the main line at Lamy.

According to the book *Santa Fe Depots, the Western Lines* by Robert E. Pounds, Lamy's current stucco depot was built in 1909. A photograph in Bob Pounds' book shows that in 1933 the depot still had the imposing tower included in Leslie Trill's drawings. Once Lamy even had a Fred Harvey lunchroom and newsstand, and Fred Harvey's El Ortiz Hotel stood east of the depot.

I've read that the tower was long gone and other changes were made before 1951, the period I model. However, I haven't been able to determine exactly when these modifications took place.

Mixed trains served the Santa Fe District by the 1930s, and there were motor buses from Santa Fe to meet transcontinental passenger trains at Lamy.

Today vans transport Amtrak passengers between Lamy and Santa Fe, but there's still a mixed train. The Santa Fe Southern, the short line that now operates the branch, carries tourists and handles insulated boxcars destined for beer distributors in the capital. — B.F.



Here's the Lamy depot as it appears today. It's still a stop for Amtrak's *Southwest Chief* and the southern terminal for the Santa Fe Southern's mixed train.

Searching for the perfect **STUCCO**

If you **model railroads** in the southwestern United States, you'll probably want to model stucco structures. To find a good way to model stucco, I made the test panel in the photo to see how five different materials capture the look and texture of the real thing. To eliminate perceived differences because of adjacent colors, I first painted the test board white, then painted each sample white as well.

Faux stone in a spray can, from my local arts and crafts store, was disappointing as I sprayed it on. However, I was surprised by how good it looked afterwards. It seems that this would be very easy to use, but it might be hard to get good coverage in corners and other tight spots with the spray can. For a simple rectangular building, this may be the simplest material to use.

Stucco patch is sold in home improvement stores for patching real stucco. I bought it pre-mixed and spread it with a small putty knife. The texture looks too heavy for HO, but it's probably useful in larger scales. Since it's made for exterior use, it would be good for garden railroad structures.

Durham's Water Putty is also sold in home improvement and hardware stores. It's a powder that has to be mixed with water; the resulting putty can be spread with a small knife, putty knife, or cheap paintbrush. Don't be surprised if it doesn't look much like stucco at first – working texture into it with your fingers as described in the story makes all the difference. To my eye, this material produces the best stucco texture and is the easiest to work into tight places.

Sand and paint mixtures are often used for textured ceilings in dollhouses and miniature rooms. Using regular latex house paint for its thickness, I put a little paint into a disposable plastic cup and mixed in sand until I had a fairly gritty mix. (Any fine-grained sand will do.) Then I painted it on with an old brush. The mixture quickly becomes stiff, so it would be best to work with small batches. As the mixture began to dry, I worked it with my finger, much as I did the water putty, until I got a texture I liked. The end result looks much better after it's painted.

Textured styrene by Plastruct comes in vacuum-formed styrene sheets with fine or heavy stucco textures. The *back* of the heavy sheet looks closest for HO scale. I had great hopes for this material, but when painted its texture looked too uniform compared to the other materials. Corners and seams might be another problem, although modeling putty or plaster could probably hide these, especially if stippled while still soft to match the sheet's texture. This material is probably best for simple structures with the minimum number of corners or where high humidity makes warping a concern.

All five of these stucco techniques work under certain conditions and for specific applications. Both the faux rock spray and the paint-and-sand mixture look their best after being painted, maybe because the paint fills in some of the surface voids and irregularities.

Perception is subjective, so what looks best to me might not look as good to others. Pick the material that looks best to you and that meets your modeling needs. – B.F.

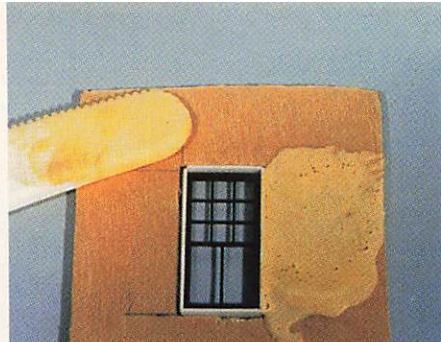
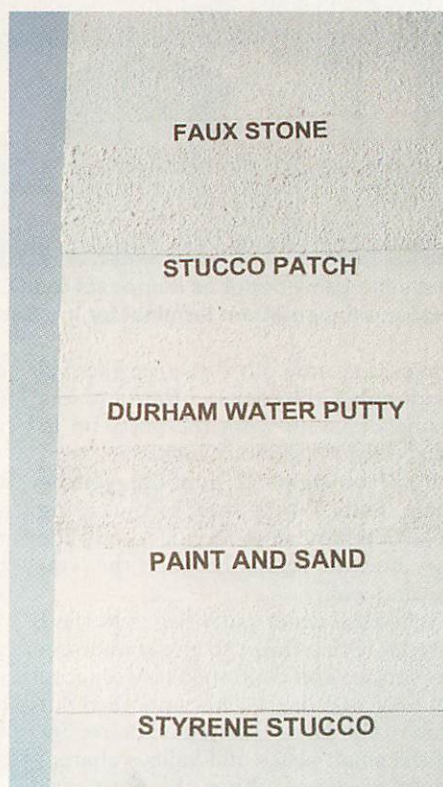


Fig. 7 Stucco. Bob adds the stucco texture with a thin layer of Durham's Water Putty. It's easy to spread right up to the window and door casings, and capillary action helps it fill the cracks between the casings and the walls.



Fig. 8 Texture. Bob works the putty with his fingers to get the texture shown here on the walls of the rear bay. This is the key technique to getting realistic results with this material.

Cream. I just kept adding Cream until it looked close to the color in the photos.

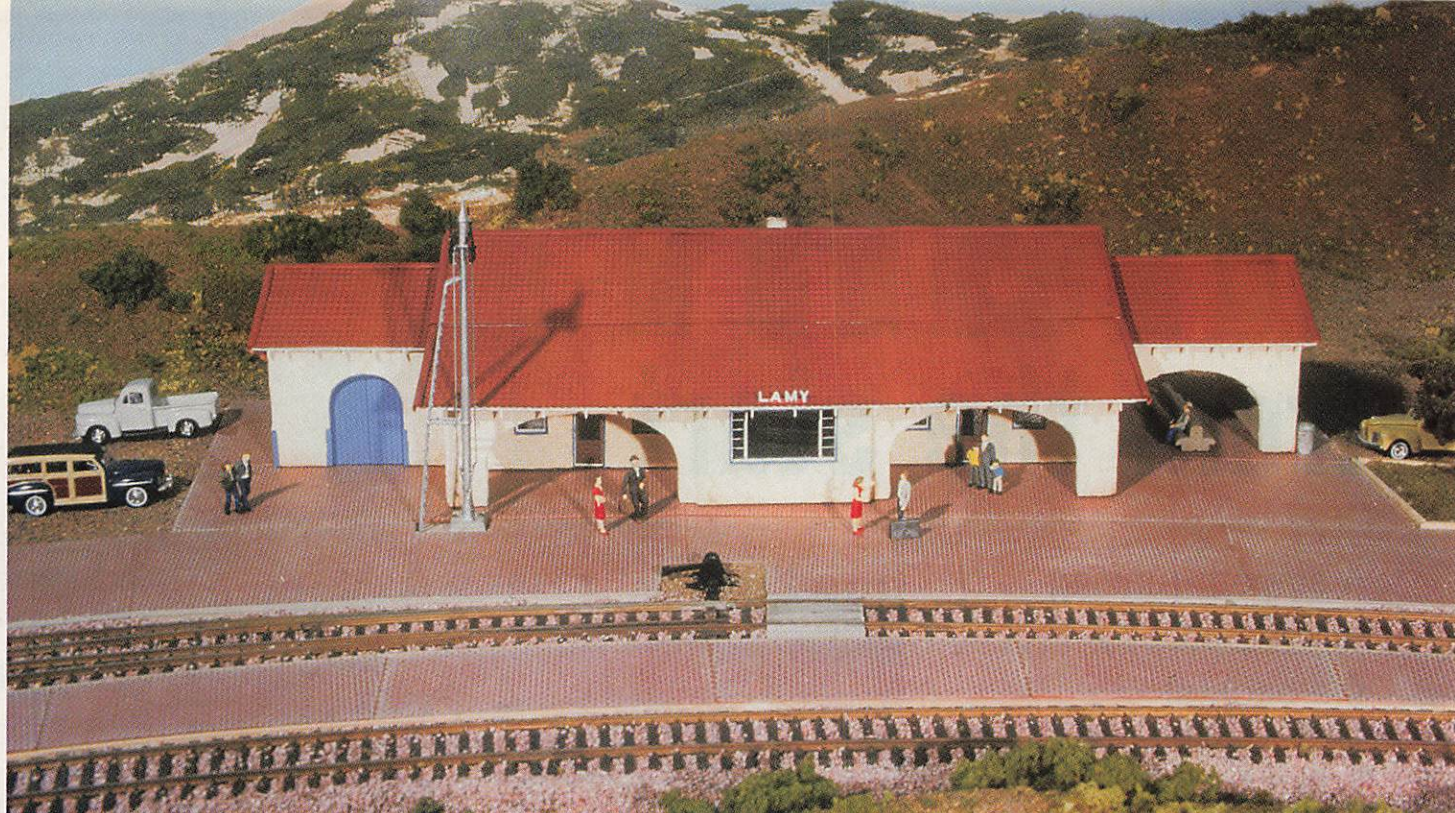
Figure 8 shows the finished stucco on the rear bay, which I built as a practice section to perfect my technique.

Roofs

For the subroofs I used plywood over the wings, where the roofs are permanently attached, and styrene sheet over the main structure where I made the roof removable. I measured the actual model and added three scale feet for overhang for the express room and open-air waiting room roofs. For the main roof I started with dimensions from the drawings and cut and fit as necessary for my 1950s version.

The Spanish tile roofing is vacuum-formed styrene by Plastruct. The sheets have to be spliced to cover the main roof. I carefully matched the pieces to be spliced, coated both edges with Plastruct liquid cement, and pressed them together. The softened plastic welded itself together well enough that I didn't need to use any filler putty.

I attached the tile to the plywood with 3M spray adhesive, and to the styrene with styrene cement. The tile sheets include single rows of tile for the roof caps and eave trim; I added them with styrene cement too. I painted all the roofs Polly Scale Rust mixed by eye with a little Red Oxide.



Platform

For the platform at Lamy I used Walthers brick straight street sections. The prototype platform is straight, but mine has to bend around a curve on my railroad, as you can see in **fig. 9**. Since there would have to be seams in the brick anyway, I made the platform in segments to keep the rows of brick as close to parallel with the track as possible. Brick paving extends inside the portico and the open-air waiting room, and it forms walkways around the depot.

Using cork roadbed, I built up the height of the platform area. Then I fit the brick segments together and added styrene strips on the bottom side to both reinforce the splices and raise the platform close to railhead level. When all the pieces were ready, I glued the platform to the cork with Walthers' Goo.

I painted the brick with Polly Scale Rust, and I thinned Aged Concrete to use as a wash for the mortar lines. The wash settles into the crevices, mottles the uniform color of the brick, and tones it down. Don't forget the brick platform between the two tracks and wooden crossings to let passengers and baggage carts reach trains on the outside track.

Details

The Santa Fe provided cast concrete benches for its patrons in the open-air waiting room. I used some wood seats from an old passenger car interior kit, but it wouldn't be hard to shape benches from styrene or wood.

I made the chimney from four pieces of scrap wood that gave it roughly the

correct girth. The plastic vent cap on top came from my scrap box, and I covered the rest of the chimney with stucco. The plumbing vent is a short section of scrap aluminum tube.

The decorative corbels are doubled-up 12 x 12 scale lumber. First I carved a pattern for them and traced it onto the wood stock, then I shaped the corbels using files and a cutter bit in the motor tools. After each corbel was shaped, I cut it off the stock with a razor saw as in **fig. 10**. I stained the corbels a rose-wood color.

The prototype has angle iron to protect the express room door frames and corners against baggage carts. For the express room corners I used 1/8" styrene angle, but for the doors I used strips of .030" x .040" styrene to make my own angles. Estimating from the photos, I made all of these four scale feet high and painted them Big Sky Blue.

The station signs on the prototype are freestanding metal letters painted white. To model them I applied scale 12" decal letters to .010" styrene, then cut out the letters with a hobby knife. I painted one set of letters white and glued them to a small piece of styrene angle. After painting the angle to match the roof, I glued the assembly in place above the office bay.

I painted the end letters white too, but they didn't contrast well with the light-colored walls. I repainted them black and glued them directly to the walls. I used the edge of a sticky note as a straight-edge and also marked it for use as a spacing guide for applying the letters.

Fig. 9 Platform. Bob used Walthers molded street sections to represent the brick station platform at Lamy. Notice the platform between the two tracks, and the wooden crossing for passengers and baggage carts.

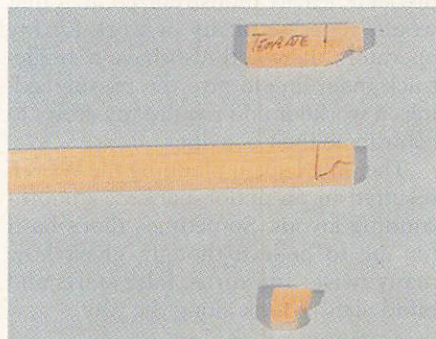


Fig. 10 Corbels. After carving a pattern for the decorative corbels, Bob traced the outline onto wood stock and shaped it with a cutting wheel in his motor tool and files. Then he cut off the finished corbel and repeated the process.

More to come

This was my first stucco structure, but now I won't hesitate to tackle the others I need. The hardest part is cutting the plywood, and with the circular saw blade and the nibbler, even that task wasn't so difficult. I also found Durham's Water Putty forgiving and easy to work with. It will be my choice for future stucco projects. **MR**

Bob Foltz of Colorado Springs is an enthusiastic modeler of the Atchison, Topeka & Santa Fe. This is his eleventh Model Railroader by-line.

RIGHT from the start

A smooth-running
railroad built by
the book(s)

By Dave Roeder

Photos by the author

Ample opportunities for switching were high on my wish list when I designed my HO scale Webster Groves & Fenton RR, a fictional bridge line set in the modern era. I decided to model a heavily industrialized area that would generate plenty of work for my operators. It would also have a single-track main line to give the passing sidings a workout and require my crews to coordinate their activities.

The time I spent planning the WG&F resulted in an action-packed, smooth-running layout. Sometimes that's hard for me to believe though, given how many twists and turns, false starts and blind alleys I took along the way.

Learning curve

Like many model railroaders, I began with a 4 x 8-foot sheet of plywood. Mine was set about 24" off the floor in the eaves of my parents' home. The less said the better about this railroad!

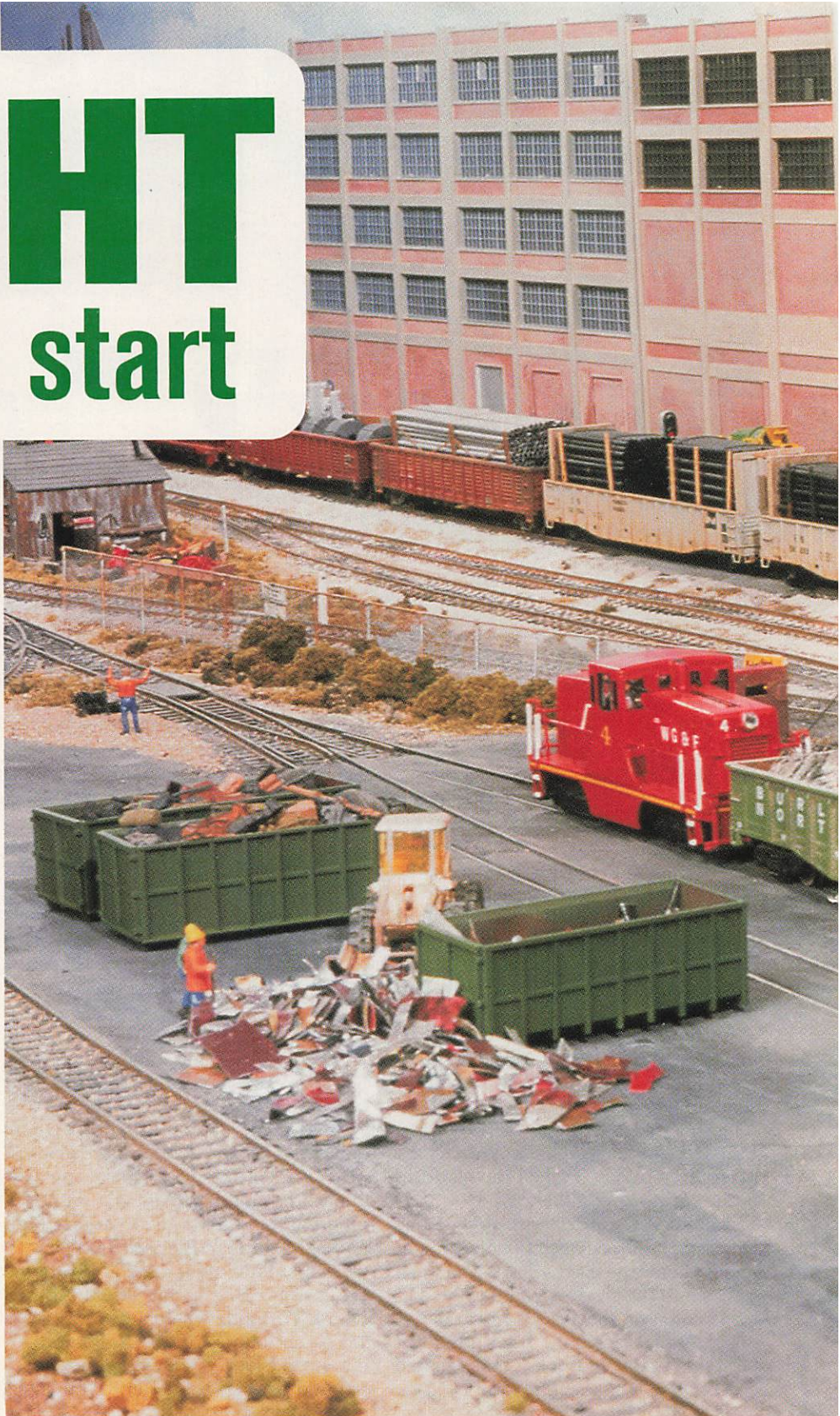
By 1969, I was married and living in an apartment with half a basement for my hobbies. I immediately built a 4 x 8-foot N scale railroad, but I was a lone-wolf modeler in those days and didn't research what was then a relatively new scale. Needless to say, the resulting layout was a disappointment.

In 1971 we moved to our new home in Webster Groves, Mo., and I had the entire basement for a future model railroad. With two layout disappointments in my past, you would think that I'd have learned something by now! Apparently I hadn't, because I started building in the center of the room using any-

thing that would support the roadbed, including an old workbench with a sagging top. That layout spread through the basement like a fungus. Although I hadn't bothered to develop a track plan, it was operable – more or less.

Running trains in circles was fine for showing my railroad to guests, but it wasn't much fun after everyone left. The

negatives rapidly began to outweigh the positives as poor track, shaky benchwork, and jury-rigged wiring took a toll on operations. Derailments were commonplace. Staging didn't exist; cars that didn't fit on the layout were stored in the boxes they came in. The layout was 48" off the floor with a central control pit accessible only by crawling in.





At this point, I began to attend train shows and read model railroading magazines. The more I studied what others were doing, the more I noticed that they didn't share my "unique" design and construction techniques.

My enjoyment of the hobby really blossomed in 1988 when I joined a group that met weekly to work on each

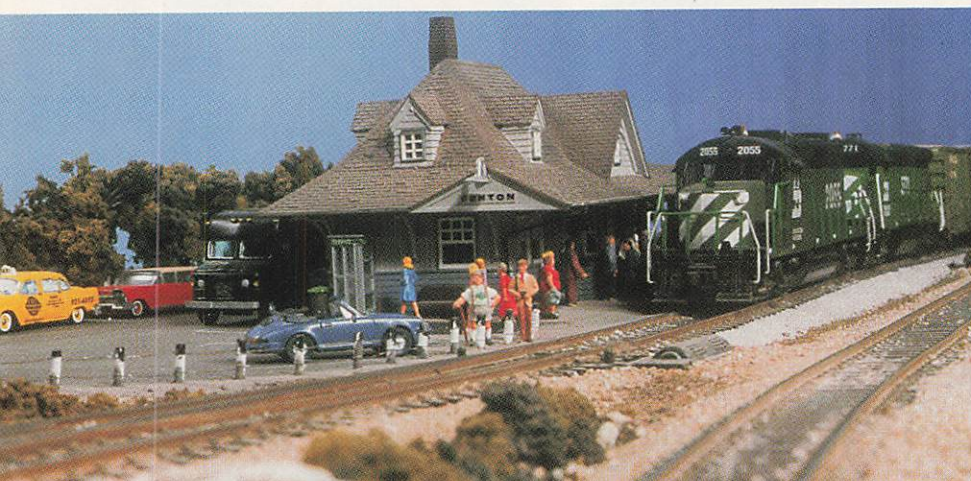
other's layouts. After visiting other railroads in my area, I decided it was time to stop trying to make my layout into something it could never be.

I ripped the whole thing out and started over with bare walls. I saved a few of the turnouts, some pieces of flex-track, and the buildings; everything else went in the trash.

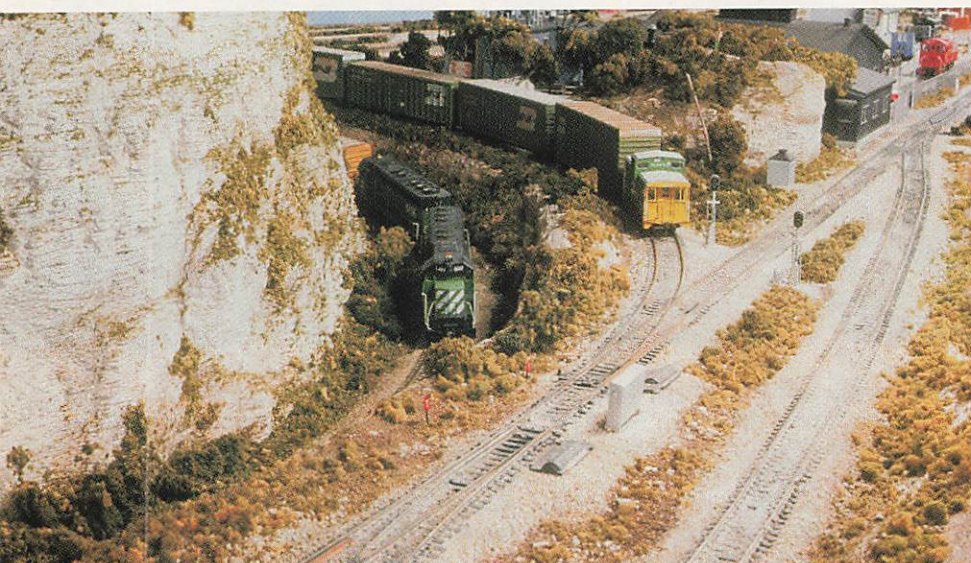
1. Industrial railroading on Dave Roeder's HO scale Webster Groves & Fenton RR means tall structures track-side and gritty surroundings. Here a Burlington Northern freight is passing Roeder Metals, where a red WG&F 44-tonner is hard at work.



2. A BN local eases into Valley Park in a scene typical of the industrial areas on Dave's layout. In the background tank cars are being loaded at the oil dock.



3. Fenton's passenger depot is sometimes used for steam locomotive excursions, but today's BN local is far more typical of traffic on the WG&F.



4. This part of the Bussen quarry conceals the helix leading to the lower-level staging, as well as a wye that can be used to turn a 25-car freight train.

► Layout at a glance

Name: Webster Groves & Fenton RR

Scale: HO (1:87.1)

Size: 16 x 27 feet with a 7 x 13-foot extension

Prototype: free-lanced bridge line

Period: 1970-1990

Locale: St. Louis County, Mo.

Layout style: around-the-walls with peninsula

Length of mainline run: 117'-5"

Layout height: 48" to 52"

Benchwork: open grid

Roadbed: Homasote

Track: code 100 flextrack

Turnout minimum: no. 6

Minimum radius: 30" on main, 28" on sidings

Maximum grade: 2.5 percent

Scenery: hardshell with cast plaster rocks

Backdrop: 1/8" lauan plywood

Control: cab control

Planning the WG&F

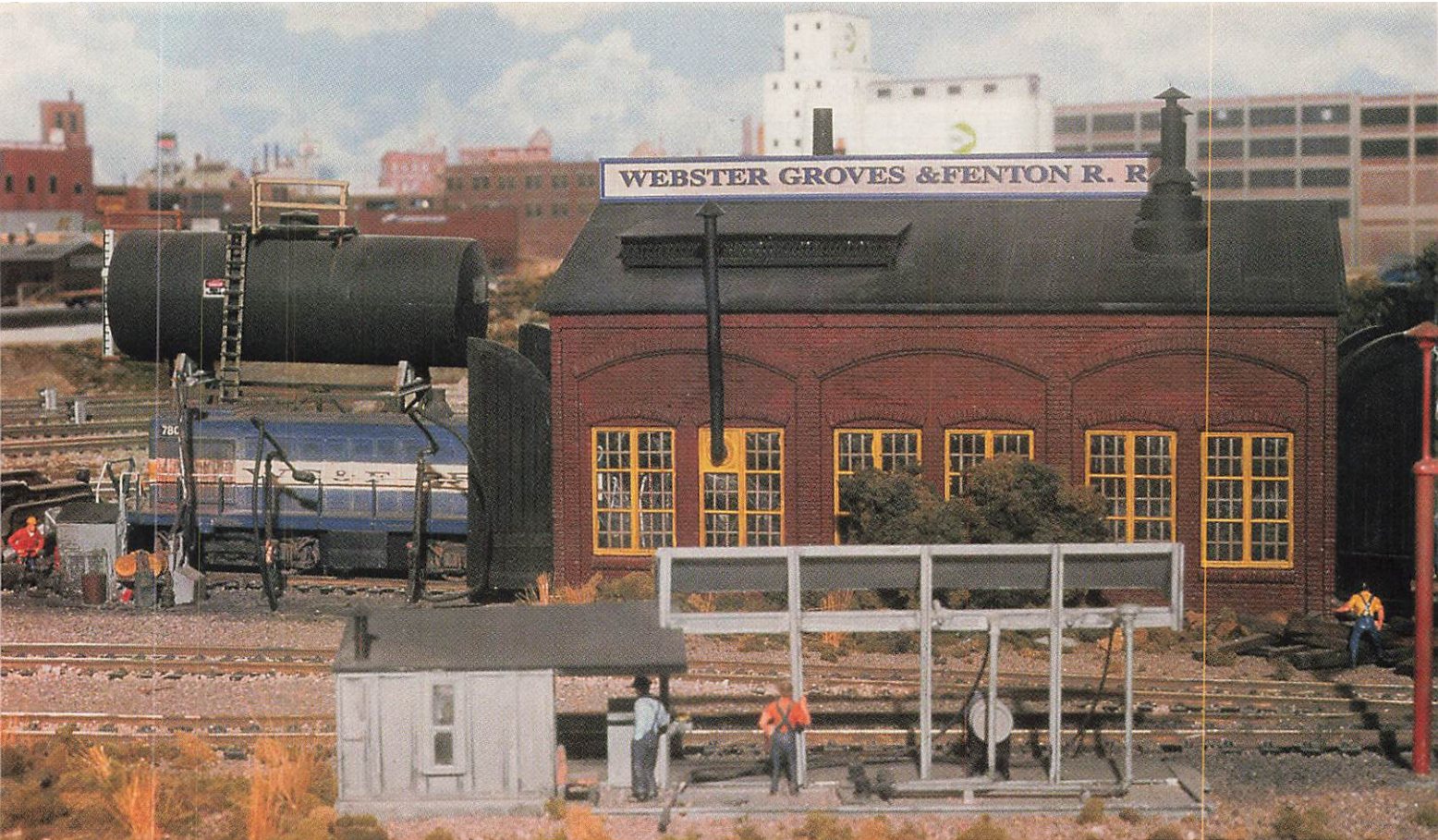
This time I was determined to do it right. I began by purchasing several Kalmbach books, including Linn H. Westcott's *How to Build Model Railroad Benchwork* and *101 Track Plans for Model Railroaders*. John Armstrong's *Track Planning for Realistic Operation* and *18 Tailor-Made Model Railroad Track Plans* offered some great advice. I also purchased Don Mitchell's *Walk-around Model Railroad Track Plans*, Andy Sperandio's *Easy Model Railroad Wiring*, and Atlas Model Railroad Co.'s *Wiring Your Layout, Second Edition*.

I sat down with my library and made notes of the features I wanted in my new layout. The books taught me to look at the square footage available and to start with a clean basement. The previous layout had been in the center of the room – a waste of space according to the books.

After making templates of appealing elements, I arranged them in various ways on a scale drawing of the train room. The next step was drawing a track plan that would meet my needs and wants – what the late John Armstrong called "givens and druthers."

In the end, I decided on a switching-intensive industrial layout, a single main track with a loop for continuous running, lower-level staging for all my rolling stock, a backdrop with rounded corners, and no duckunders!

In 1994, I finished my track plan and benchwork design. For a guy who had never done much pre-layout research, I found that I really enjoyed this process.



5. The two-stall enginehouse is home base for WG&F's motive power. This shared terminal includes BN's modern sand and fuel racks.

This area required 50 pounds of plaster, mixed and poured a pound at a time into aluminum-foil molds.

The Valley Park Sub

The 7 x 13-foot Valley Park Subdivision is an extension of the original layout, which I added for switching activity. Valley Park is an industrial area with rail customers on both sides of its single-track main. Locals operating out of the main yard deliver freight to this part of town. There are 19 powered turnouts, three crossovers, and 32 electrical blocks on this fairly small addition.

The real challenge at Valley Park is keeping enough sidings open to avoid gridlock. The WG&F's two General Electric 70-ton switchers are the normally assigned power for this area. These older units are short enough to fit on the blind sidings with their cuts of cars.

How to run a railroad

Operating sessions on the WG&F always include at least one visit from the Burlington Northern local. The local serves BN's own customers and drops off and picks up traffic to and from the WG&F. One of the things I learned from my reading was that bulk commodities like grain, coal, lumber, stone, and cement need places to be delivered.

I made sure to include plenty of rail-served businesses.

Some of the industries are whimsical, such as the Winter Weapon Works with its Guns-R-Us outlet store, but I'm serious about operating trains as close to real railroad practices as possible.

Our group has become pretty good at making up and running freight trains. A good crew can complete its night's work in about two or three hours and have plenty of time to enjoy the refreshments provided by management.

One downside to the layout is that operations with prototypical 1980s train lengths are not possible due to the short length of the sidings. The longest passing siding can handle a train of 40 cars, but trains that long aren't practical, so we normally run one or two four-axle units and 12 to 25 cars.

Looking back

The WG&F is now complete with only minor details still to be added. Planning resulted in a railroad with excellent reliability. For example, the gate for access to the inside of the layout was designed with an adjustable track section that requires attention twice each year when the seasons change. This piece of track is mounted on a "T" section of roadbed with four threaded rods for support. The rods are adjustable for height and leveling. This track section also has a staggered slip rail joint that allows length adjustment.

There are only a few things I would do differently, and all of them fall into the category of "nice to have." I'd like more room between the layout and the lower-level staging so I can get in there to work on the switch machines. I also wouldn't mind tiered staging (so I can see those trains in the back), code 83 rail, and a bigger basement! **MR**



Meet Dave Roeder

Dave and Judy Roeder are long-time residents of Webster Groves Mo., the basement home of the Webster Groves & Fenton RR. Dave works for a machine tool manufacturer in St. Louis. His other hobbies include 1:24-proportion plastic model vehicles, antique autos, and the restoration and operation of Frisco steam locomotive 1522. Dave also serves on the board of directors for the Museum of Transportation in St. Louis County.

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ERA YOU CAN MODEL

Different time different look

The turn of the 20th century is an often-overlooked period that's full of modeling opportunities

By Paul J. Dolkos • Photos by the author

Since the steam-to-diesel transition and the present are the two most popular modeling eras, it's pretty safe to assume most layouts feature some combination of big steam

locomotives, diesels, streamlined passenger cars, and big steel freight cars. It's unlikely you'll find many model railroads that have 0-6-0 steam locomotives pulling strings of tiny red and brown

boxcars, yellow and white reefers, and bright red cabooses, all made from wood. However, when Tom Underwood developed an interest in turn-of-the-century railroading, he elected to model



While the steam-to-diesel transition and the present eras are popular with model railroaders, the 19th and early 20th centuries also offer interesting modeling opportunities. Paul Dolkos tells how Tom Underwood re-creates rolling stock appropriate for 1905. Here, we see a Boston & Maine O-6-0 switch cars from that period.

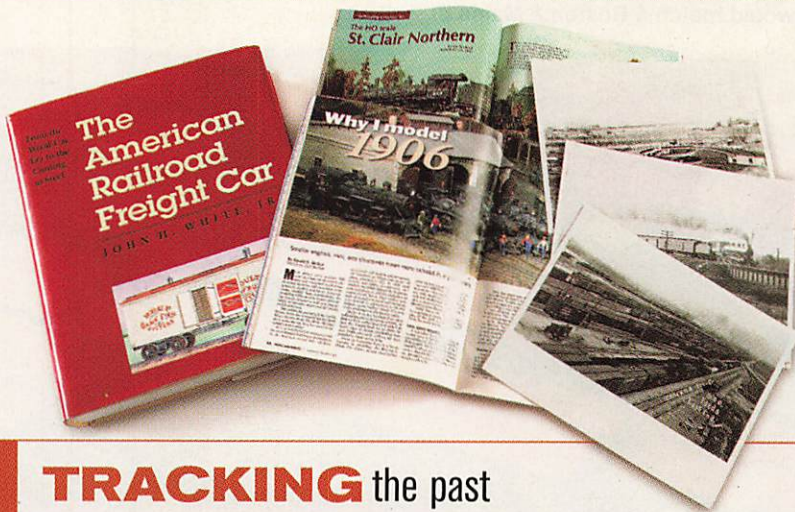
1905, an era when trains like those were the order of the day.

Modeling this era of railroading is more than re-creating the past for Tom. Since few locomotive and freight car models are offered commercially, Tom often has to kitbash or scratchbuild equipment. He gains additional knowledge about railroads during the period by searching through books, magazines, and photo archives (see "Tracking the past" sidebar.)

While it may be tempting to gloss over the early 20th century when selecting an era for your layout, I'd suggest taking a closer look. The history lessons you'll gain from modeling this period are valuable, and you'll quickly realize that the modeling opportunities are quite abundant.



Fig. 1 Freight car details. The Safety Appliance Act of 1893 simply required that freight cars have air brakes and knuckle couplers, so the placement of other safety items such as grab irons and stirrup steps varied from car to car. This Baltimore & Ohio South-Western car has one side-mounted grab iron, no side ladder, and a truss rod on the door.



TRACKING the past

Finding information on the first century of railroading may initially seem difficult, but it's surprising what turns up when you start to look. Books, such as John R. White Jr.'s *The American Railroad Freight Car* (John Hopkins University Press) and the *Official Railway Equipment Register* are good starting points. White's book features prototype drawings, photographs, and historical information on freight cars of the 19th and early 20th centuries. The ORER lists the freight cars owned by each railroad with dimensional data and lettering diagrams for some privately owned cars. Some early ORER's have been reprinted in book format and on CD-ROM.

Photographs are vital not only to learn what specific locomotives and freight cars looked like, but to see what train consists were like in the period you want to model. Often you can see a variety of equipment in the background of a photo. The archives of several early railroad car manufacturers are housed in museums, libraries, and universities, and can be viewed by researchers. For example, the Pullman photo archive is located at the Smithsonian Institute in Washington, D.C.

Not to be forgotten is the hobby press. *Great Model Railroads* 1995 featured the late Irv Schulz's free-lanced HO scale St. Clair Northern, and *Model Railroader* ran an article on Gerald McGee's HO Puye & Phui in its January 2002 issue. The era of Irv's layout was 1890 to 1900, while Gerald's model railroad is set in 1906. In both articles you could see an interesting blend of locomotives, freight cars, and structures. Layout features such as these are great sources of inspiration, but they can also show us where to get models for this era. — P.D.



Fig. 2 Modifying steam locomotives. Several companies offer steam locomotives that can be rebuilt to represent engines of the early 1900s. Tom added detail castings, a bell, headlight, air tanks, and an older-style cab to this Roundhouse model so it would match a Boston & Maine prototype.



Fig. 3 Basic brown. Finding the colors applied to freight cars of the early 1900s can be a difficult task. Boxcar red and brown were two of the more common colors applied to freight cars of that period, as shown on several of Tom's boxcars.

The early days of railroading

In roughly four decades, from 1860 to 1900, railroads saw many changes. For example, the appearance of freight cars began to evolve. During the 1860s, most freight cars were 25 to 30 feet long, with boxcars and flatcars being the most common body styles. Over time, sides were added to flatcars to create gondolas. Liquids were loaded into kegs and barrels and were transported in gons.

In the 1870s the discovery of large oil deposits in western Pennsylvania

created the need for tank cars. By the 1900s, freight cars were stretching to 30 and 40 feet, and some 50-foot high-volume boxcars were being used to ship furniture, buggies, and wagons. Steel gondolas and twin-bay open-top hoppers were also manufactured at this time, but wooden cars still dominated railroad rosters before World War I.

The evolution of freight cars also influenced the construction of locomotives. The 2-6-0 Moguls and 4-4-0 Americans used in the mid- and late-1800s

were pushed into branchline service as 4-6-0 Ten-Wheelers, 2-8-0 Consolidations, and other larger locomotives were built to move the heavier cars and longer trains.

Modeling 1905 rolling stock

Tom Underwood built the HO scale rolling stock shown in the accompanying photos to represent cars typical of 1905. He was inspired to model the turn-of-the-century railroad equipment after seeing the late Irv Schulz's work. Tom elected to model cars appropriate for 1905 because he had a copy of the *Official Railway Equipment Register* (ORER) from that year. The ORER contains railroad freight car rosters, dimensional data, and in some instances lettering illustrations for privately owned cars.

Most of the cars in Tom's fleet are modified LaBelle Woodworking and Central Valley (long discontinued) wood craftsman kits. Since many of the prototype cars Tom models are wood, modifying the kits was relatively easy.

When Tom starts a modeling project, he first tries to find what the prototype car looked like and identify its car number. Then he looks up the number in the ORER to get the car's dimensional data. If Tom has a LaBelle or Central Valley kit that has a body similar to the car he's modeling, he uses it as a starting point for his project.

Tom makes several modifications to his models to make them correct for 1905. He adjusts the car's height by shimming or cutting down the body bolsters and modifies the length to match the prototype. By making these adjustments, Tom's models vary in height and length, which was common for prototype cars of the period he's modeling.

Tom also replaces the wood sides included with the craftsman kits with Evergreen styrene scribed car siding so he doesn't have to deal with excessive wood grain. Once the basic carbody is assembled, Tom adds an assortment of detail parts, as shown in **fig. 1**. Since there were no industry standards for grab irons, ladders, hand brakes, or steps in place until 1911, these details varied widely from car to car.

Turn-of-the-century locomotives

One drawback of modeling 1905 is the lack of era-appropriate locomotive models. There are some 1860s-era 4-4-0s available, and Bachmann, Roundhouse (Horizon Hobby), and Mantua (Model Power) offer steam locomotives that can be modified to more closely represent turn-of-the-century locomotives. Since engines from the 19th and early 20th centuries didn't have as many parts as later steam locomotives, making the models prototypically correct isn't that difficult. One of Tom's finished locomotives can be seen in **fig. 2**.

Painting and detailing

While finding general information on turn-of-the-century railroads is relatively easy, finding the paint schemes used on prototype equipment is a bit more challenging. A freight car's color scheme was rarely documented unless it was painted an unusual color, such as green or bright red. Most freight cars were painted boxcar red or brown, like the models shown in **fig. 3**, and locomotives were black. Some engines had their smokeboxes or boiler jackets painted different colors. Some cars, such as the ventilated boxcar shown in **fig. 4**, featured splashier colors such as yellow, cream, or white.

Tom letters his freight cars with assorted sets of dry transfers from Clover House. Some railroads didn't use heralds and lettered their cars very simply. In those cases Tom uses various dry transfer alphabet and number sets.

Worth a look

Modeling the late 1800s and early 1900s is filled with challenges and rewards. Since there aren't a great number of models available from this era, it forces us to look for models already available and figure out ways to make them prototypically correct. Alternatively, we can develop our scratchbuilding skills by making models not offered commercially.

We also face the task of finding photographs and other railroad information from the turn of the century. However, with a bit of research we can find what



Fig. 4 A splash of color. While brown and boxcar red were common freight car colors, some rolling stock, such as this ventilated boxcar, wore brighter colors.

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we're looking for. The information we find will not only help us create better models, but it will give us a deeper understanding and appreciation of railroad history. **MR**

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Read Gerald McGee's article "Why I model 1906" from the January 2002 issue of *Model Railroader* on our Web site
www.modelrailroader.com



Tom Danneman

Build an upgraded SD40-2

Basic techniques for
detailing and painting
an MR&T workhorse

By Erik Bergstrom
Photos by the author

Building customized locomotives is a popular way to provide an image for a free-lanced model railroad like the Milwaukee, Racine & Troy (Kalmbach Publishing Co.'s employee club layout). Thanks to the availability of undecorated plastic locomotives and commercial detail parts and decals, most modelers can produce a great-looking road diesel. As an example, here's how I built an upgraded SD40-2 finished in the MR&T's new second-generation paint scheme.

Our MR&T represents a successful regional railroad. When we decided to upgrade our locomotive fleet, "rebuilding" the existing roster of Electro-Motive Division SD40-2s seemed like an appropriate choice. Long a workhorse of America's Class 1 railroads, this six-axle locomotive is now trickling down to regional railroads as the Class 1s modernize with newer locomotives.

My model's new MR&T color scheme was developed by Jim Hediger, David Popp, and Cody Grivno from Missouri

Pacific's simple yet elegant dark blue scheme. Naturally, it had to be numbered 1027. Why? Because 1027 N. 7th Street was Kalmbach's address for 47 years (1943 to 1989), so the number 1027 has been associated with our company ever since. Other MR&T SD40-2s were also numbered in the 1000-series.

These days, you can buy an MR&T SD40-2 from Athearn that wasn't available when I did my project. However, by following the techniques I used, you can build your own custom locomotive.

Most of the detail changes I made are subtle but typical of what appears on prototype secondhand locomotives. By detailing, painting, and decaling the locomotive yourself, you'll be able to incorporate key spotting features that will set your model apart.

Erik Bergstrom is the Content and Business Manager of the Kalmbach Publishing Co. Trains.com web site. He's an accomplished modeler who enjoys building contemporary diesel locomotives.

1. CAB DETAILS

Mount horn in no. 60 hole



Drill two no. 77 holes to mount sunshades

Cab detail changes are easier to make with the cab removed from the shell. I took out the window insert before I sanded the cab rooftop smooth to remove the sprue mark.

I prefer A-Line brass sunshades because they're strong enough to withstand occasional bumps. A-Line provides mounting templates to correctly position the sunshades above the cab windows. I spray painted my sunshades white before trimming them out of the fret. The white served as a primer to keep the blue paint from rubbing off. Then, I drilled no. 77 holes and installed the brass sunshades on each side of the cab, securing them with cyanoacrylate adhesive (CA) applied from inside.

I then mounted a cast-brass air horn on the angled portion of the roof above the engineer's seat in place of the stock plastic horn.

3. SPRAY PAINTING

Spray painting. I primed my cab and shell using a mixture of three parts Tamiya White paint and one part acrylic paint thinner. I sprayed it on in thin coats until the shell looked gray.

Once the primer had dried, I spray-painted the walkways, side sills, and pilots Engine Black. (I usually spray the lightest color first and move to successively darker colors.) Then I painted the snowplow and firecracker antenna (still on its sprue) black and set both details aside for later installation.

After that paint had dried, I used masking tape to cover the areas that were to remain black and sprayed the cab and hood with three coats of Tamiya Royal Blue. I also painted all of the kit's handrails blue (while still on their sprue) at this time.

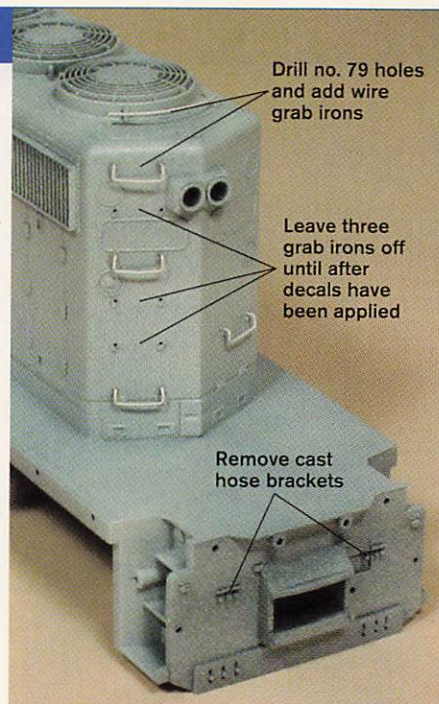
Once the paint dried, I reinstalled the cab window set and mounted the cab on the shell.

2. BODY PREPARATION

I prepared the body by applying most of the aftermarket detail parts prior to painting. To separate the shell from the chassis, I removed the screws and pulled both coupler boxes out of the pilots. Then I drilled mounting holes for the grab irons on the cab nose, the rear of the high hood, and the curved grab around the rear radiator fan. Small dimples are provided on the shell to help start these holes.

I installed the grab irons on the nose and the curved grab on the roof using drops of CA applied from inside the shell. On the rear, I installed only three of the grab irons prior to painting and decaling. I didn't want the others to interfere with the application of number boards or chevron stripe decals later.

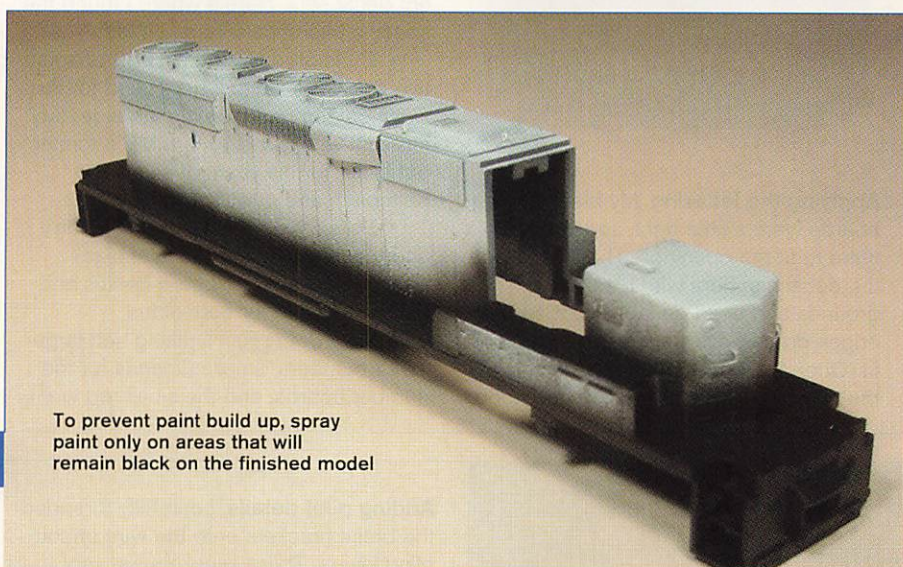
Then I drilled holes and installed the three wire eyebolts around the inertial filter hatch on the roof.



Drill no. 79 holes and add wire grab irons

Leave three grab irons off until after decals have been applied

Remove cast hose brackets



To prevent paint build up, spray paint only on areas that will remain black on the finished model



Carefully mask all areas that will remain black when blue paint is applied

4. APPLYING THE LETTERING



Applying the lettering. My black number boards were a little tight, so I sanded them to fit the openings. Then I applied the decal numbers with black backgrounds and used decal solvent so their edges draped over the edges for a tight fit. Once the decals had dried, I installed the number boards in the cab and hood.

Mask all cab windows to protect them from Dullcote spray

Chevrons from an MP or MR&T decal set



The rest of my decal lettering came from leftovers salvaged from four different decal sets. Here's where I found the specific Microscale items I used:

- Burlington Northern 1989 Locomotive set: small white letters used for the *Russ Larson* name on the left side. (My locomotive's name honors MR's former publisher for his years of service to Kalmbach and our hobby.)
- Data for Electro-Motive Division and General Electric Diesels: black background number board decals and builder's plates for both sides
- First Union Rail Leasing set: large 1027 numbers, small numerals for the number boards, and the small red warn-

ing label on the dynamic brake housing's access door

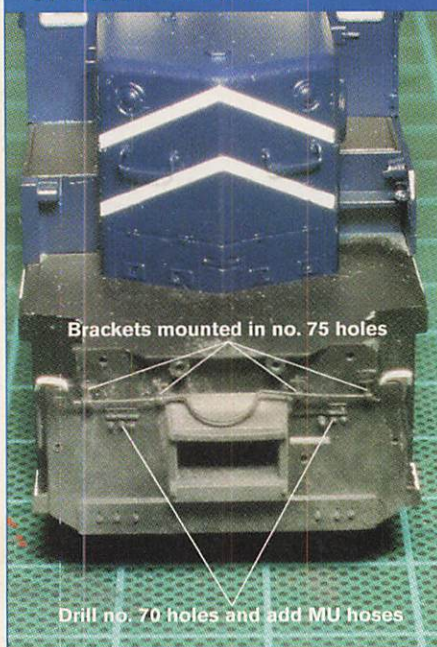
- VMV Enterprises Leasing set: the small F on the front end of the side sills, sill stripes, and the end stripes

You can probably find similar lettering on the leftovers you have on hand.

The MR&T road name is from a run of custom decals made by Rail Graphics several years ago. Sets of our MR&T locomotive decals are available as noted in the sidebar at the bottom right. Lettering for your own railroad can be done using alphabet sets.

Once all the decals were dry, I masked the cab windows and sprayed the entire body with Polly Scale Gloss.

5. PILOT DETAILS



Brackets mounted in no. 75 holes

Drill no. 70 holes and add MU hoses

Adding pilot details. I carefully threaded the brass brackets onto the wire uncoupling levers. These brackets are very small and must be oriented correctly.

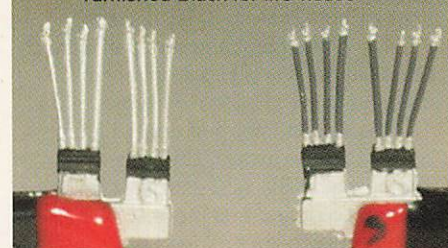
I brush-painted the uncoupling levers and brackets with Polly Scale Engine Black and touched up the handles with Tamiya white.

It's hard to work a brush in behind the mounted snowplow and m.u. hoses, so I weathered both pilots with dark gray powdered pastel and sealed them with Testor's Dullcote as explained in the weathering sidebar.

I painted the m.u. hose castings while they were still on the sprues, using Engine Black on the mounting brackets and Tarnished Black on the hoses. I left the pipe fittings and glad hand connectors unpainted.

Then I drilled holes in the pilots, cut the m.u. assemblies from their sprues, and secured them with CA. Note that I

Use Engine Black on brackets and Tarnished Black for MU hoses



carefully bent the hoses on the front into a shallow J-shape to fit through the openings in the snowplow.

I used the mounting template the manufacturer supplied with the snowplow to position it on the front pilot. After drilling the holes, I slipped the m.u. hoses through the small openings in the blade as I pressed the plow into place and secured it with CA. I didn't bend the m.u. hoses down to rest on the blade until after I had finished the weathering.

6. ASSEMBLY/WEATHERING

Final assembly and weathering.

I drilled a no. 68 hole in the cab roof for the firecracker radio antenna. It's centered from side to side and roughly even with the back edge of the side windows. I installed the rotary beacon on the roof to cover the hole meant for the original horn.

Then I installed the three grab irons on the rear of the hood and the remaining kit details (truck brake cylinders, shock struts, and headlight lenses).

I brush-painted the fuel fillers on both sides red and highlighted all of the step edges and corner handrails white.

To weather the locomotive body I brushed dark gray powdered pastel into all the grills and fan openings; I brushed on black to represent carbon deposits around the exhaust stack. I sealed the weathering on the body with Polly Scale Flat Finish applied with my airbrush for finer control. (Testor's Dullcote in spray cans also works fine, but the volume of clear sealer being delivered is more difficult to control.)

A couple of applications of dark gray pastel gave me the effect I

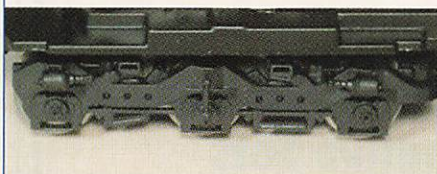


wanted, but you may want more weathering. Just remember that the effect of each layer of color is greatly reduced by the clear spray over it.

Areas that receive more wear (like the pilots and the walkways), get a variety of colors to simulate dirt or rust. After each application, I sprayed the entire shell with a light coat of Flat Finish.

Finally, I installed the handrails and removed the masking tape from the windows. Then I mounted the body on the chassis and added the couplers that hold them together.

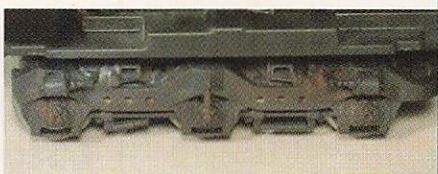
Weathering with powdered pastels



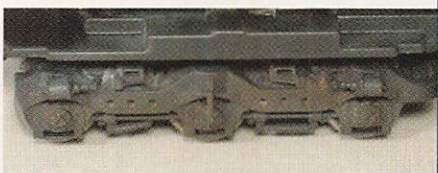
Powdered pastels adhere to paint and raw plastic, so I applied my weathering before I mounted the body. This allowed me to weather the trucks and chassis, including the fuel tank, in a four-step process. My first step was to cover the motor and gears with masking tape to keep them free of dust. Then I held the chassis, using the motor as a handle, so I could work on one side of the locomotive at a time.



I dusted on a layer of light gray powdered pastel and then sealed it on the trucks and side of the chassis with a light spray of Dullcote (keeping the chassis on its side the entire time). I gave each coat about a half hour to dry.



Next, I added a layer of brown pastel to simulate dirt and set it with Dullcote.



Burnt umber (a rusty dark orange) and more Dullcote followed the light gray.



Finally, a layer of black powdered pastel helped blend all of the colors into a highly realistic finish. After the first side had dried, I moved to the other side and repeated the process of sealing each color with Dullcote. — E.B.

Materials list

Athearn

4811 undec. SD40-2 (early version)
4812 undec. SD40-2 (late version)

A-Line

29210 brass cab sunshade

Badger Modelflex paint

1631 Santa Fe Red

Detail Associates

2202 grab irons
2206 eye bolts
2211 uncoupling lever
2217 curved fan grab iron
102213 uncoupling lever brackets

Details West

106 flasher beacon
157 firecracker antenna
186 Nathan M-3 air horn
256 snowplow
295 m.u. hoses

Microscale decals

87-527 Data for EMD and GE diesels
87-549 Burlington Northern 1989 locomotive paint scheme
87-1117 First Union Rail Lease fleet diesels
MC-4038 VMV Enterprises Leasing diesel locomotives

Polly Scale paint

404100 Gloss Finish
404106 Flat Finish
414140 Tarnished Black
414290 Engine Black

Rail Graphics

Custom decals for MR&T
(Kalmbach's club layout)

Tamiya paint

81002 White
81003 Royal Blue
81030 Acrylic paint thinner

Testor's paint

1260 Dullcote spray

HO MR&T decals

A set of the MR&T locomotive decals Erik used in this project is available direct from Rail Graphics for \$5. Send a stamped, self-addressed large (no. 10) envelope, and a check for the number of sets desired, to Rail Graphics, 1183 N. Lancaster Cir., South Elgin, IL 60177.



Prototype photo courtesy Frisco Railroad, L. A. Marre Collection

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LH100 Prog Cab	199.95	179.00	20.95

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Prodigy Adv Cab	95.98	69.95	26.00

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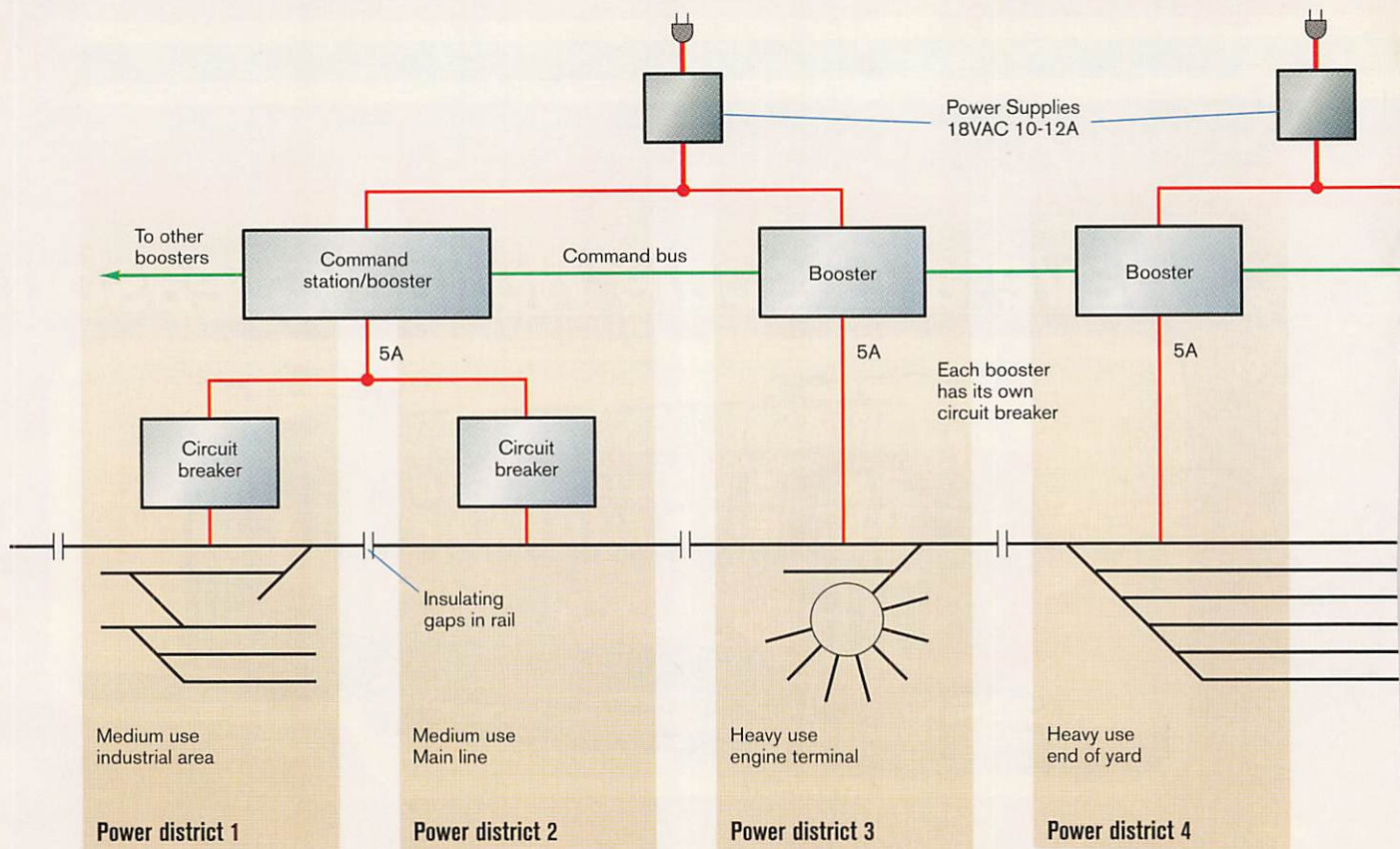
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Power districts

for Digital Command Control

Wiring your DCC layout with circuit breakers to limit operating interruptions

By Paul Chandler • Photos by the author

Plain and simple, short circuits happen, and with a Digital Command Control (DCC) system, a short has the potential to disrupt all operators. That's because when one train causes a short, it trips the master circuit breaker, interrupting power to all trains on the layout. Once you clear the short, the circuit breaker resets itself and your trains are back in operation. But these breaks in activity aren't realistic or fun.

Fortunately, you can minimize this type of disruption by dividing your DCC-equipped layout into power districts – electrically isolated sections that have their own protective circuit breakers.

Why divide my layout?

Though DCC offers a more realistic type of train control – being able to run multiple locomotives independently on the same track – the electricity running through the rails of your layout still needs to be properly managed and distributed. Since one of the big selling points of DCC is that you don't need to divide your layout into individual electrical blocks for independent train control, you're probably asking yourself, "why should I do it?"

In addition to minimizing operating disruptions, power districts are also key to DCC power management. If you're running a lot of trains, you'll need to

make sure your DCC system can supply all your power needs efficiently and safely. Adding power districts to your layout can help with that. By separating your layout into districts, you divide the total track power available into smaller, more manageable units.

Are boosters and breakers different?

Sometimes modelers confuse boosters and circuit breakers because both interrupt the power in the event of a short. The key thing to remember is that a booster supplies power, but a circuit breaker doesn't.

Many DCC manufacturers offer extra boosters for their systems. [Not all sys-

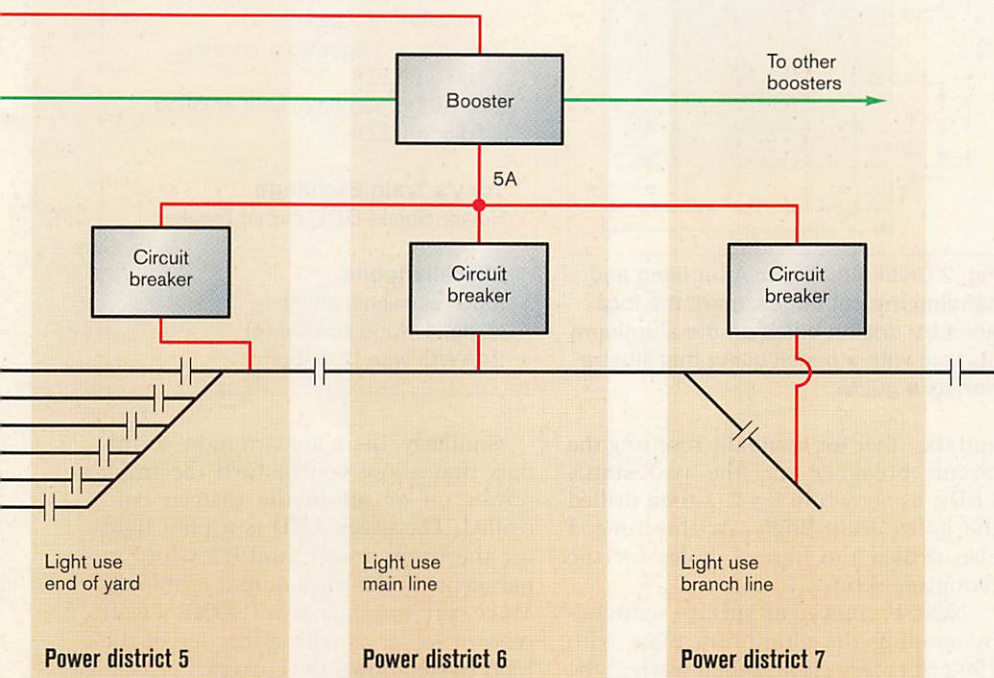


Illustration by Rick Johnson

Managing power on a DCC-equipped layout is important for smooth operation. In this illustration, author Paul Chandler shows several ways you can assign combinations of boosters and circuit breakers to make up power districts, taking into account the power requirements based on traffic patterns.

tems can use additional boosters. Check your owner's manual or with the manufacturer before adding extra boosters to your DCC system. – Ed.]. Power boosters have built-in circuit breakers, which either automatically reset themselves after a period of time or require a command from the operator to do so.

There are also a number of DCC circuit breakers available on the market. A breaker is wired in between the booster (or combination command station and booster) and the layout. Some units have more than one breaker, allowing you to use them to control multiple power districts.

If you're looking for a cost-effective approach, several DCC manufacturers have higher-powered boosters available – some up to 10A. One advantage of using a larger booster is that you can divide its output among more circuit-breaker-protected power districts.

How do I determine districts?

There are really two types of power districts: those that are circuit-breaker-protected zones on the layout and those that have their own independent power source (also breaker protected) in the

form of a booster. Probably the best way to determine where to place power districts is to take a look at the expected current draw for each operating location on the layout.

For example, a busy yard might have two switchers, one or more trains on the arrival and departure tracks, another train or two passing the yard on the main, and maybe a peddler working nearby local industries. If some or all of these trains have more than one locomotive, you could have 10 to 15 current-drawing units all competing for power in a fairly small area. Even assuming that the locomotives have efficient motors, this type of load could be heavy enough to shut down a DCC system running on a common 5A booster. In this case, adding more circuit-breaker-protected power districts won't solve the problem. You need to add extra power to support the concentration of trains in this location.

By adding extra boosters to your layout, each supplying one or more power districts, you can allocate power where it's needed most. The above illustration shows several ways to use extra boosters, wired in parallel, to power one or

more districts and best serve the layout's operating requirements.

As shown in the diagram, high-traffic locations, such as the engine terminal and the left end of the yard, have their own boosters (each with a built-in circuit breaker).

The branch line, on the other hand, is an example where you can use a booster with multiple circuit breakers. Since the branch line seldom has more than one or two locomotives on it at any time, you could supply it and several other lesser-used segments, such as the light end of the yard or a light-duty main line, from one booster.

By dividing a layout into power districts in this manner, and using a combination of boosters and circuit breakers, you can make the most efficient use of available power on any mid- or large-size layout.

Adding direct circuit control

On my layout, I wanted to be able to have direct control of the circuit breakers for each power district. I used breakers called Power Shields. Available in one, two, or four circuit breaker combinations, they are offered by Tony's Train Exchange (www.tonystrains.com).

Each Power Shield is assembled on a printed circuit (PC) board that measures roughly 3" x 4" and is designed to be mounted under the layout. A Power Shield will reset automatically after a short but also offers a manual reset option if you add a single-pole, single-throw (SPST) toggle switch.

By including an additional SPST switch in the circuit, you can turn the power to the district on or off as well. This idea appealed to me as a troubleshooting aid because I could shut power off to the track – either to clear a short or simply work on the layout – without disrupting trains operating in other power districts.

You can also wire light-emitting diodes (LEDs) to a Power Shield, providing a display of the breaker's operating status in a remote location. I combined all of these features into a small control panel, mounting one panel for each district on the fascia of my layout.

Making the control panels

You can make power-district control panels from a variety of materials including metal, hardboard, or styrene. I cut my 2½" x 3" panels from a sheet of .060" aluminum, using a hacksaw as shown in **fig. 1**. I then squared them up with a disc sander and a flat file.

For each panel, I laid out the two toggle-switch holes (one for track power



Fig. 1 Making panels. You can make power district control panels from an assortment of materials. Paul made his from .060" aluminum, which is easy to cut with a hacksaw.

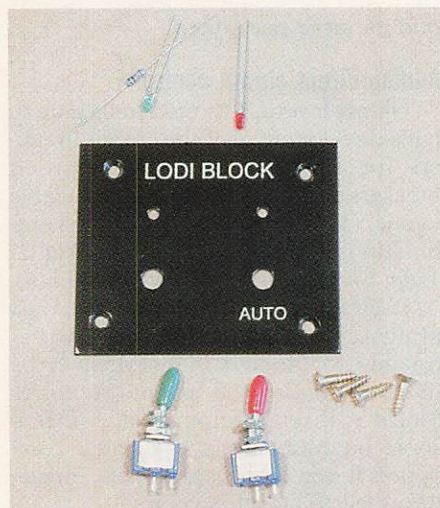


Fig. 3 Painting and labeling. Paul painted his panels with a high-gloss black enamel paint and lettered them with custom decals he made on his home computer.

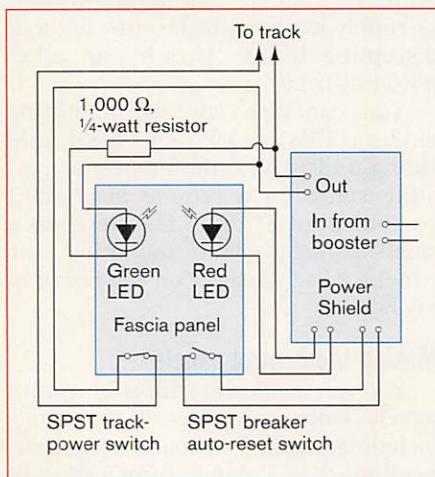


Fig. 4 Wiring diagram. When wiring the panel's lights and switches, make sure to check the Power Shield's instruction manual before making any connections to the PC board.

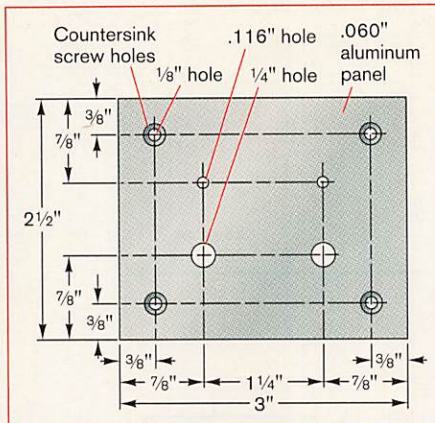


Fig. 2 Drilling diagram. After filing and sanding the cut edges, mark the locations for drilling holes on the aluminum surface with a pencil using this illustration as a guide.

and the other for manually resetting the circuit breaker) and the two status LEDs, as shown in **fig. 2**. I then drilled the holes accordingly. At this time, I also drilled the four $\frac{1}{8}$ " holes for the mounting screws.

Next, I removed all surface scratches by sanding the aluminum plate with 150-grit emery cloth. I then washed the panels thoroughly before painting them.

I sprayed my panels with a gloss black enamel paint, but you could also spray them with clear lacquer if you prefer the aluminum color.

To letter the panels, I used decals I made on my own computer. You could also use peel-and-stick vinyl letters or dry-transfer lettering. **Figure 3** shows my painted and lettered panel. If you use decals or dry-transfers, make sure you seal them with a clear coat as they will need to stand up to a lot of operator "finger traffic."

Wiring

Follow the wiring diagram in **fig. 4** to connect the switches and LEDs. Make sure you double-check the wiring connections and instructions in the Power Shield owner's manual before soldering wires to the PC board. For all connections, I used 24AWG wire.

Each circuit breaker on the Power Shield has a pair of output terminals for a remote red LED. There are also terminals on the PC board to install an on-off switch for each breaker. Following the Power Shield directions, wire this switch so that when it's in the off position the circuit breaker is set to automatic control – it resets itself once a short is cleared. When the switch is in the on position, you'll need to manually reset the breaker – that is, return it to the automatic setting which allows it to reset itself.

Parts list

RadioShack

- 271-1321 1,000 Ω $\frac{1}{4}$ -watt resistor
- 275-324 high-current single-pole single throw switch (2)
- 276-301 red 5mm light-emitting diode (LED)
- 276-304 green 5mm light-emitting diode (LED)

Tony's Train Exchange

- Power Shield DCC circuit breaker

Miscellaneous

- .060" aluminum sheet
- $\frac{1}{2}$ " no. 4 wood screws (4)
- 24AWG wire (2 colors)

Similarly, there are two more terminals that allow you to turn the track power on or off in the district controlled. The green LED is a pilot light for the track power, and it's wired in parallel with the track output terminals. Make sure you include a 1,000 Ω , $\frac{1}{4}$ -watt resistor in series with either leg of the LED to step down the current.

The factory setting for a Power Shield causes it to trip when the load exceeds 3.8 amps for 10 milliseconds, but you can change the trip current and breaker response time (sensitivity) by installing jumpers across different combinations of terminals, following the manufacturer's instructions.

So what have we accomplished?

With power supplies spread out to match the loads across all the districts, you can run your fleet of locomotives with confidence. You can also rest easy knowing that occasional short circuits from operator error will affect only the few trains in a given district and not bring your entire railroad to a screeching halt. And, you now have the flexibility to manually shut off a district when you need to work on the track.

Adding power districts to your layout is an easy way to get a smoother-running model railroad. **MR**

Paul Chandler is a first-time contributor to Model Railroader magazine. He is a "nearly retired" architect and home-builder residing in Tucson, Ariz. Paul got his start in the hobby when he bought a Globe streamliner set in 1954 with money from his paper route.

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1. An overall view of the 8 x 25-foot permanent O scale exhibit in the Los Altos History Museum. A button at the middle of the display starts a three-minute train and animation sequence.

Keeping track of history

Museum's realistic O gauge layout brings California's railroad heritage to life

By George Hall • Photos by the author

You might think of museums as stuffy, dusty places to contemplate (quietly) static displays and artifacts. But many museums have overcome that image by offering exhibits that encourage visitors to experience the sights and sounds of history. The highly animated O gauge layout located on the upper level of the Los Altos (Calif.) History Museum is just such an exhibit.

This O scale (but three-rail) model railroad diorama is the focal point of the

museum's Crown of the Peninsula permanent exhibit. It's only fitting, especially when you consider the significant role railroads played in the heritage of Los Altos, Calif., that the community's newly constructed museum showcases trackside scenes of Los Altos in 1932.

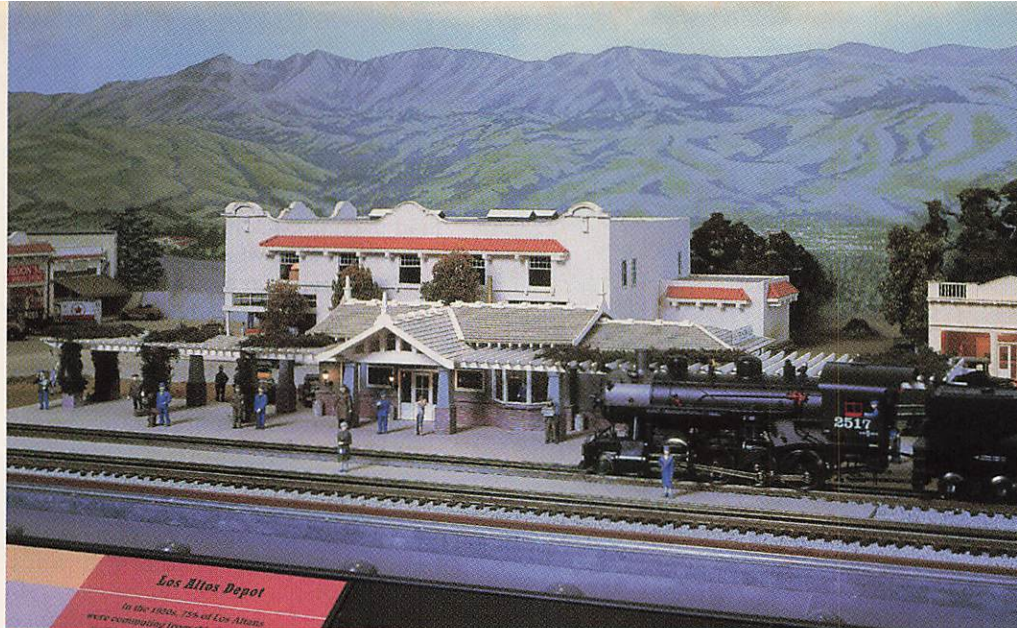
Tracking history

How a model railroad diorama found a place in a history museum exhibit is as much a testament to the community's connection with its rail-

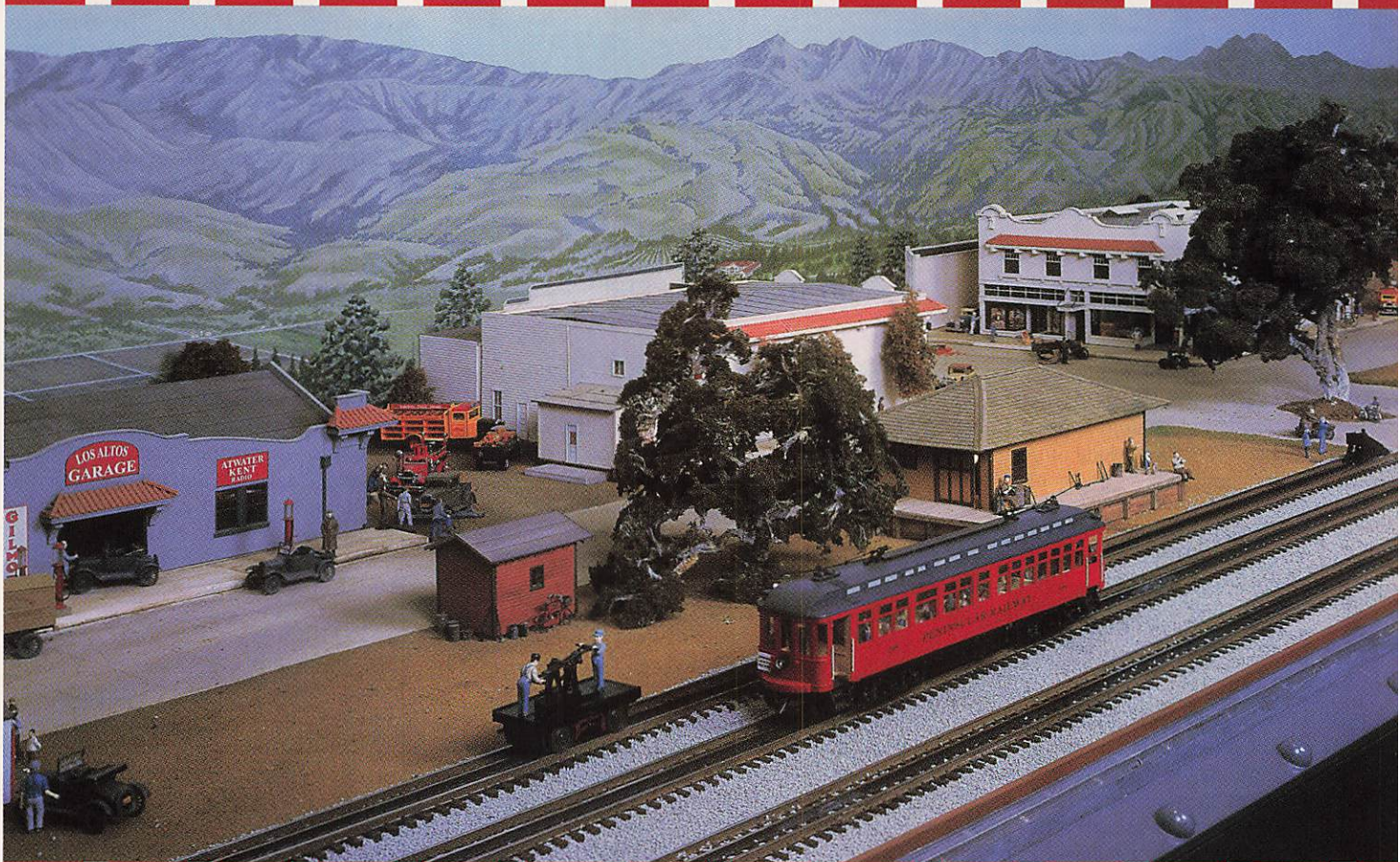
roading heritage as it is a story of its present ties to model railroading.

The Association of the Los Altos Historical Museum didn't intend to construct a model railroad when it began a project to expand a local farmhouse museum. As it turns out, the association's initial efforts gathered so many artifacts related to the early history of Los Altos that it ran out of space to display, or even store, those treasures.

Fortunately, the City of Los Altos responded by donating land and estab-



2. Using photos from the museum's historical collection, Bob Brown was able to scratchbuild the Los Altos passenger depot, along with 19 other structures, in stunning detail and accuracy.



3. On a line that runs parallel to the Southern Pacific's main line, a Peninsular Electric Ry. interurban "Red Car" travels past the freight house and spur on the corner of Main and First Streets.

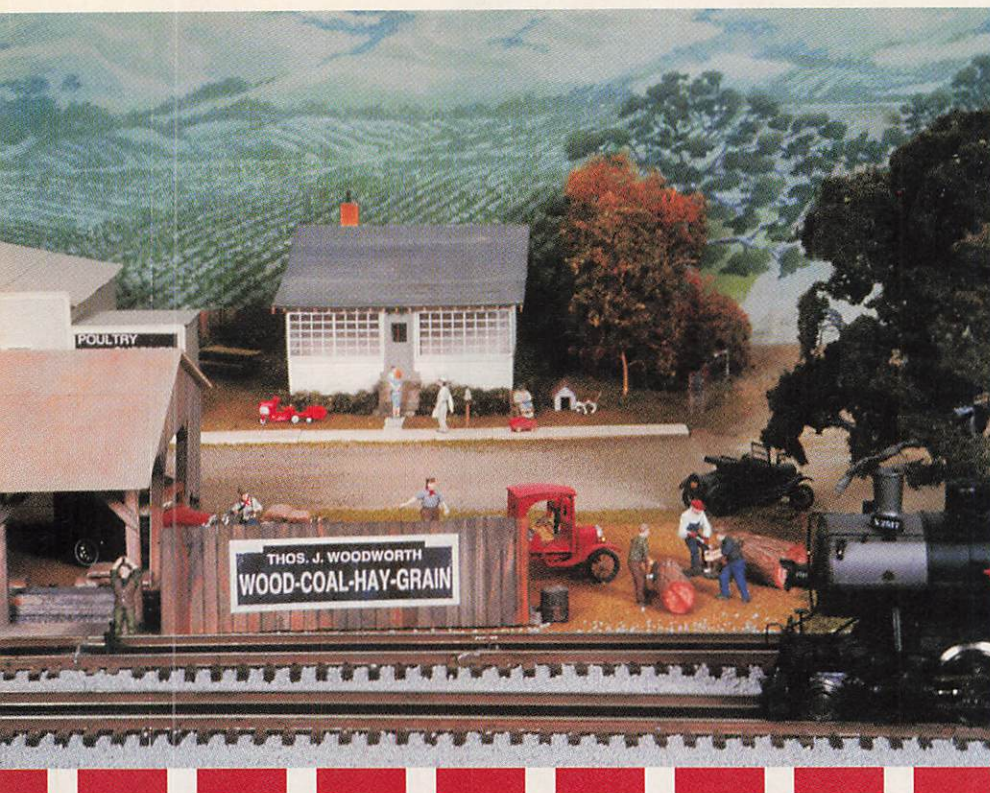
lishing a committee to help develop an entire community complex that would include a new, three-level, 8,200-square-foot history museum.

The significant role railroads played in shaping the community was not lost on the members of the museum development committee. It didn't hurt matters either that Bob Grimm, the project coordinator and principal sponsor, was also familiar with other crowd-pleasing model railroad displays such as those in Pittsburgh's Science Museum and

Chicago's Museum of Science and Industry [See the June and July 2003 issues of *Model Railroader*. – Ed.]

To help get the wheels turning, the committee first consulted with Fred Vertel, a Los Altos resident known for his interest in railroading. At Fred's insistence, members of the museum committee visited a nearby model railroad. Upon viewing Bob Brown's O scale (1:48) Tuolumne Forks Lumber Co. RR [See the July 2000 issue of *Model Railroader*. – Ed.], the committee

unanimously decided that the museum should construct a display to look "just like that!" The committee commissioned Bob Brown, along with Fred (and his son Tom), to plan and construct an O scale model of Los Altos, complete with animated figures and passenger trains that run automatically.



LOS ALTOS – off to a shaky start

Not unlike many other towns across the western region of the United States, Los Altos owes much of its existence to the railroads that ferried citizens and goods to and from larger communities farther up the line, Palo Alto and beyond to San Francisco. Many of these communities may not have started out on the best footing, but few can lay claim to the kind of shaky start that Los Altos experienced.

Just prior to 1906, Southern Pacific (SP) decided to build an alternate line south to Los Angeles. It was to branch off south of Palo Alto – known as Mayfield at that time – through Los Altos to Los Gatos, and over the mountains to Santa Cruz, where it would connect with the existing SP Coast Line. Paul Schoup, then president of Southern Pacific Lines, could not have anticipated the Great 1906 San Francisco Earthquake, but he certainly knew in advance that the line through Los Altos was in the works. Schoup bought up land in an area replete with apricot orchards, then established town lots, and even his own homestead.

Many people decided not to return to San Francisco after the earthquake, and some settled in Los Altos. Knowing that the pending commute line would provide a 45-minute transit to jobs in San Francisco made the decision even easier to make. In short order, a row of beautiful homes and community businesses, many of them still standing today, sprang up along the railroad right-of-way.

But Schoup still had problems peddling the remaining lots. As Bob Brown, historical researcher for the museum's model train display, reveals, "If you went to the picture show in Palo Alto, you could spin a wheel of fortune. If the right number came up, you got to choose a set of dishes or a lot in Los Altos for your prize. Most people took the dishes." The town's future seemed less unstable when the railroad line was completed as far south as Los Gatos. With two trains running each way in the morning and in the evening, the commute soon became the routine for Los Altos. The SP even provided lap boards so the commuters could play card games as they rode. In 1908, the Peninsular Electric Ry. also built a high-speed interurban line and operated 60-foot wooden Harriman cars along a route that paralleled the SP. The SP later bought the interurban and ran the existing equipment until the line was abandoned in 1932.

While the city of Los Altos is now well established, SP abandoned railroad operations through the community in 1962. The Foothill Expressway now runs on the old right-of-way, clogged with commuters and bicycle riders. – G.H.

4. As the history goes, Thos. J. Woodworth's Lumber and Grain Co. also sold coal. Once each year, Woodworth's had the railroad bring in a carload of coal. Back in the those days, Los Altos took what they needed and left their money in a dish.

Mapping history

Like many well-conceived model railroads, the museum diorama began with a plan that incorporated precise details from the actual locale. While books, photos, maps, and other artifacts are all useful in designing a layout, the builders of the Los Altos museum display relied on one key reference, a 1932 Sanborn fire-insurance map, to help get the details right. According to Bob Brown, "The Sanborn map showed the location of every commercial building downtown, how big it was, what it was, and even where to find the fire hydrants."

Although maps can provide invaluable insight, they, quite literally, miss most of the picture. Even well-detailed maps can't reveal clues to architectural styling or the daily routine of town folk. So in addition to the maps, Bob made copies of all the vintage town photographs he could find in the museum's substantial historic collection.

Bob soon realized it just wouldn't be possible to build an entire O scale town in the allocated space. As a veteran of numerous layout construction projects, he understood that the lack of adequate space was not an uncommon or unsolvable issue for a model railroader to face. He resolved to model the streets nearest the railroad tracks, along with some of the adjacent countryside.

In addition to the amount of space available, Bob also had to consider the shape of the area intended for the display. While the visible portions of the display would be showcased, the trains would have to reverse their direction in adjacent storerooms at each end. By design, storerooms aren't typically large – clearly, not big enough to turn an O scale train. Or would they be?

Though a two-rail O layout would need curves that extended beyond the available exhibit space, three-rail O gauge trains can handle curves as tight as 31" in diameter. So, once the museum committee confirmed plans for the 8 x 25-foot display – using three-rail track – it was up to Bob and the other builders to begin re-creating the past.

Making history

From the start, the diorama construction was done as a team, if not a

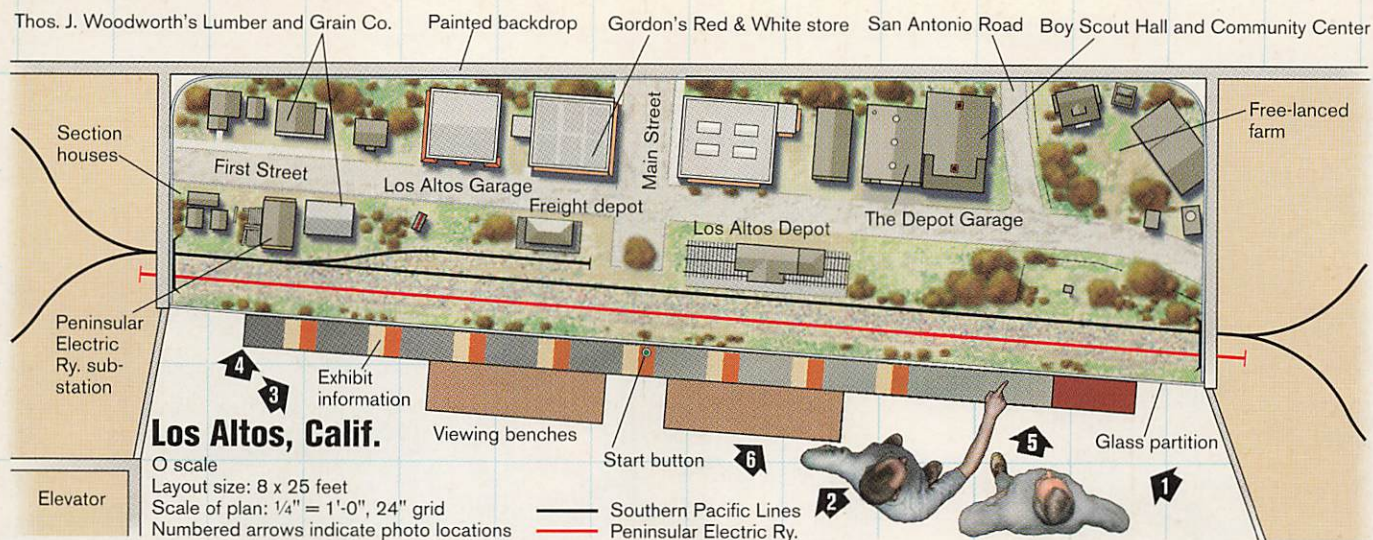


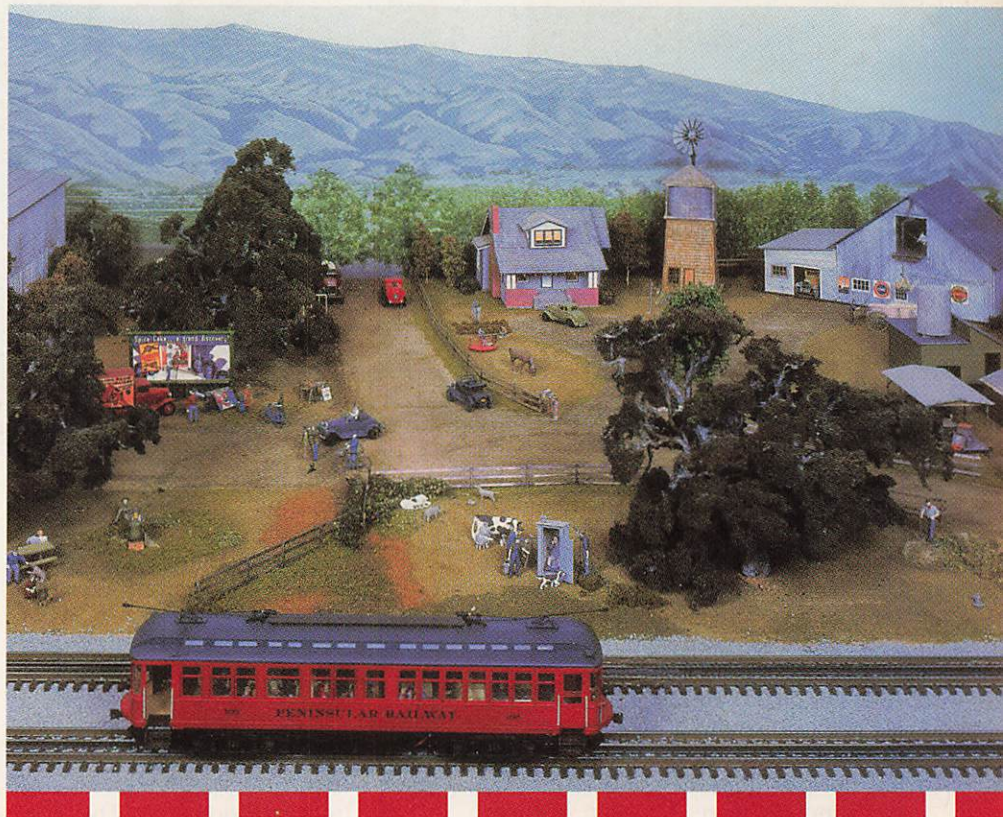
Illustration by Rick Johnson and Robert Wegner

Layout at a glance

Name: Los Altos Historical Museum RR
Scale: O (1:48 proportion)
Size: 8 x 25 feet
Prototype: Southern Pacific
Period: 1932
Locale: Los Altos, Calif.
Layout style: display
Benchwork: open grid covered with 5/8" plywood and 1/2" Celotex
Roadbed: carpet pad
Track: Atlas O 3-rail sectional track
Minimum radius: 22 1/2"
Maximum grade: none
Scenery: real dirt and ground foam glued to Celotex
Backdrop: hand-painted in acrylics
Control: custom-built automated train control system

community, effort. In the course of building the display, the labor and talent came from a cast of local residents. Following Bob Brown's design, Bob Grimm first made a full-size mockup of the display just to be sure everything would fit as planned. The design checked out fine and cleared the way for construction of five benchwork sections. Even though Fred and Tom Vertel laid the track and ran the rough wiring, there was still the challenge of making the display interactive.

Bob Grimm entered the picture again, but not as the project coordinator. Bob, a retired engineer for Hewlett Packard, and Charles Rulofson took on the task of developing an automatic



control system that puts the trains, animation, and sounds into action at the touch of a single button.

There are at least 300 model figures on the display, with 21 of them rigged for animation. Among them are people washing clothes, beating rugs, welding, scything, and even putting up a billboard – all things you would have seen in Los Altos in 1932.

As Bob Grimm worked through the challenges of automation, Bob Brown

5. This is life on the outskirts of Los Altos. Although the animated farm scene on the corner of First Street and San Antonio Road is free-lanced, this region was home to plenty of farms and extensive apricot orchards.

faced the challenge of designing the animations and scratchbuilding 20 structures. Although he referenced old black-and-white photographs for many of the buildings, Bob admits building them still involved some guesswork.



6. Scouts assemble in front of the combined Boy Scout Hall and Community Center that houses the library, an indoor basketball court, and a theater. Look closely and you'll see that they're saluting a U.S. flag with 48 stars, as appropriate for the 1930s.

"I had to make a drawing of each building and estimate how big it was. I knew the footprint from the Sanborn maps but not how high it was or how large the windows were. It was a big job." Bob had to rediscover the prototypes as well as construct the various models.

Once he had finished the buildings, Bob spent another six weeks installing scenery and placing all the structures in their appropriate locations.

As the display began to resemble Los Altos, Mike Kotowski painted the extensive backdrop, carefully blending it with the foreground scenery. Finally, the team installed the benchwork sections in the permanent exhibit space, sealed up any cracks in the scenery, installed

vehicles and figures, and then completed the wiring.

Fred and Tom carefully selected the railroad equipment appropriate to the 1930s era modeled in the display. A custom-painted brass interurban car from Car Works matches the Peninsular Electric Ry. equipment, known locally as "Red Cars," that operated through Los Altos. In addition to the interurban car, the museum runs custom-painted brass coaches from Precision Scale. They serve as representations of Southern Pacific

commute coaches, complete with detailed interiors and lighting.

An open history

On March 18, 2001, the museum display opened to the public. With great pride Bob Brown recounts, "I stood there for six hours and watched the people. They just loved it!" The entire team of builders, along with all Los Altos, can be proud of this effort to bring their local history to life in a museum-quality display. **MR**

Want to experience **HISTORY?**

The Los Altos History Museum, located on 51 South San Antonio Rd., Los Altos, CA, 94022, is the focal point of a community complex that also includes a civic center, library, and historic farmhouse. The museum is open, free of charge, Thursday through Sunday, between noon and 4 p.m., but closed New Year's Day, Fourth of July, Thanksgiving Day, and Christmas. See www.losaltoshistory.org or call (650) 948-9427 for more for more information on current exhibits.

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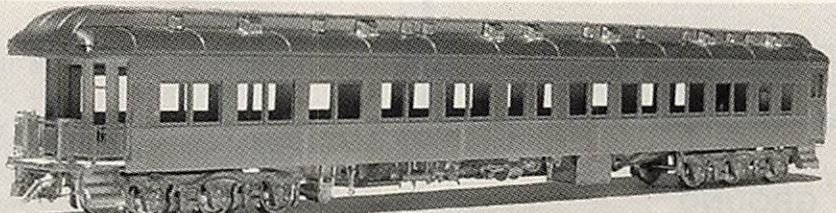
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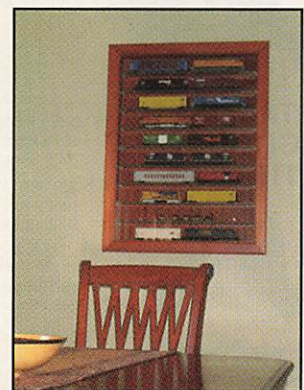
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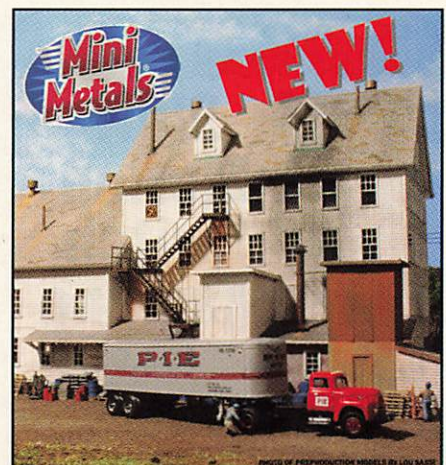
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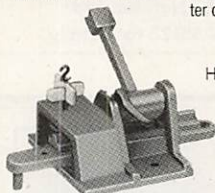
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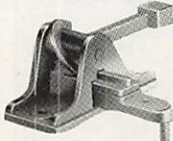
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Trains of Thought

The graceful imposition of order

Tony Koester

I always liked geometry. It's more pictorial than pure math; you associate two- or three-dimensional shapes with what otherwise would be abstract concepts. You don't have to take anyone's word for something; you can actually prove that this angle is equal to that one using undebatable logic.

Maybe that has something to do with my fascination with trains.

The Great Northern publicity photo below makes my point. It recently appeared in the Summer 2004 issue of MR's sister magazine, *Classic Trains*. CT is a gold mine of information for those who model the steam, steam-diesel transition, or early diesel era.

For several years after college, I worked for a consulting engineering firm that specialized in land surveys. We'd occasionally have to locate the boundaries of a property using a description that referred to the meandering course of a stream, but usually terms steeped in the precision of geometry defined the border: "... thence 261.32 feet along a line bearing north 55 degrees 40 minutes 30 seconds east..." No room for doubt there.

Similarly, railroads do their best not to wander heedlessly across the terrain. Rather, they follow a pre-

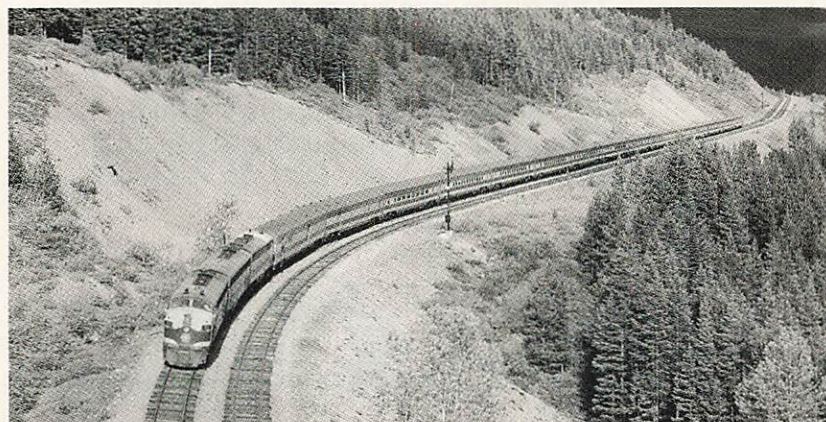
cisely defined path along a tangent (straight line) a set distance to a point of curvature, around a curve of a given degree, and then along a tangent again for a given distance.

(Curves are laid out by turning a transit a few degrees right or left of the centerline, as it isn't practical to locate the center of a broad curve, then swing an arc from that point along the intended centerline.)

Spiral easements are imposed to effect a smooth transition between curves and tangents so that flanged wheels, cocktails in the lounge cars, or cattle in the stockcars won't be forced suddenly and violently to one side as a train enters a curve.

The result, so apparent in the GN photo, is a geometrical order. The train has just rounded a curve to the right, traversed a short stretch of tangent track, negotiated another right-hand curve and stretch of tangent, and is now sweeping through a broad curve to the left.

That nature was disrupted by the advent of the railroad is apparent, but it seems to me that railroads make their passage through the landscape with a minimum of fanfare. The graceful geometry of the high iron almost complements rather than detracts from the natural order. Even the passage of a train is an



That thousands of tons of steel can move smoothly through rugged terrain is a testament to the principles of geometry and the engineers, surveyors, and track gangs who skillfully applied them. Great Northern photo

orderly affair, with a definite beginning and end, not the hit-and-miss cadence of a super highway with randomly spaced vehicles.


It's this geometric grace that appeals to us as modelers when we locate the rights-of-way for our miniature railroads. We face the same needs and obstacles as our professional counterparts. We can't exceed a minimum curvature without risking derailments or toy-like overhang. Indeed, the "esthetic minimum" that pleases our eyes may be well in excess of the actual physical limitations of our rolling stock. We can't exceed maximum gradients unless we are content with short trains.

But we do it backwards. Only a handful of us have gone to the trouble of first building the scenery and then laying the track. It's hard to "grade" plaster-covered screening or hardshell land contours, after all. I recall a photo John Allen took that showed a graded right-of-way, fully scenicked yet sans track; ties were being laid when he snapped the shutter, if memory serves me correctly. There was something very appealing about this approach to laying track, I thought then - a pain to build, perhaps, but fascinating from a civil engineering standpoint nonetheless. And even without the rails in place, the track's geometry was very apparent.

Our garden railway compatriots must cope with the challenges of pushing a railroad through a natural setting. Sometimes even they cheat, as we do, by first locating the railroad, then adding scenery to support it. But often they must find a path over the terrain that allows sufficiently broad curves and reasonable grades. I'm not into gardening, but the engineering demands of these ventures have obvious appeal.


Even in the sheltered domains of indoor layouts, we can employ the discipline of geometry to our advantage as we strive to replicate a stretch of a favorite prototype railroad or create a memorable, believable free-lanced scene. When our work is done, our main lines should look as though they were laid out by the guiding hand of a civil engineer who not only knew his craft, but had an eye out for the esthetics of his creation as well. **MR**

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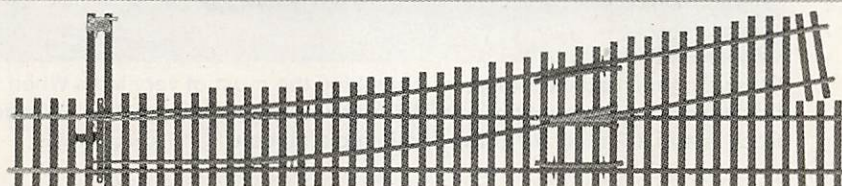
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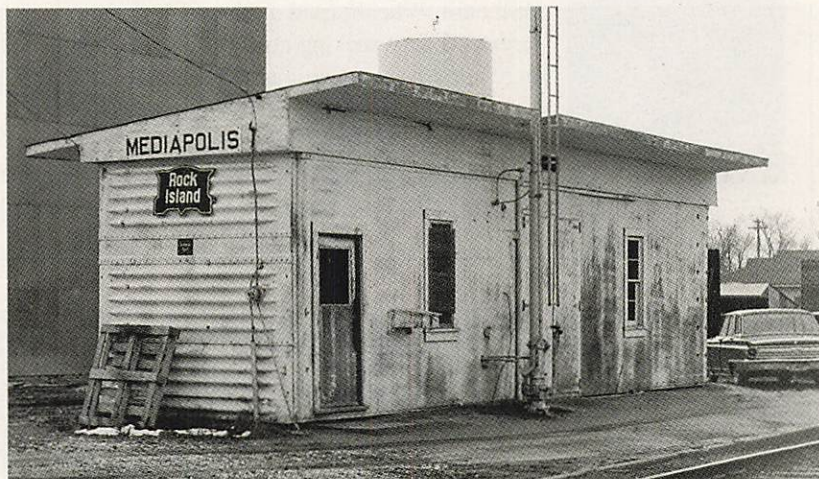
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Information Desk

New life for an old boxcar



Struggling railroads are masters at making the most of very little. When this boxcar could no longer earn its keep in revenue service, the Chicago, Rock Island & Pacific RR converted it into a station. Merk Hobson photos



No attempt was made to disguise the station's humble origins. A couple of doors, five narrow windows, a stove, and electrical wiring were added. It was not very plush, but it was sturdy, weather-tight, and practically free.

This is what happens when a railroad has more resourcefulness than resources. Perpetually short of funds but needing a station in the southeastern Iowa community of Mediapolis, the Chicago, Rock Island & Pacific RR, simply added a roof, two doors, and five tiny windows to an aging boxcar.

It wasn't just the Rock Island that was creative in its use of retired equipment. (Although it may have been *mostly* the Rock Island.) Boxcars converted into stations are unusual, but boxcars set on the ground and used for storage can be found almost anywhere.

It doesn't end there, of course. If you have a one-lane access road for

maintenance workers and it crosses a small stream, an old flat-car is a ready-made bridge.

Need to store fuel oil for your roundhouse? An elderly tank car on concrete support piers will do nicely. If the car is truly ancient, it might be wise to encircle it with a spill containment wall.

You might as well go ahead and add an old covered hopper on a tall frame of utility poles – that hopper will hold more locomotive sand than a standard sand tower and will keep it just as dry.

Old railroad equipment turns up in the most unexpected places. I've seen a tiny, decrepit wood boxcar

from railroading's Jurassic era tucked between a chicken coop and a barn on a Minnesota farm, miles from any railroad.

If you can imagine an alternate use for a piece of old rolling stock, chances are good that a prototype exists somewhere. Railroads are very creative when it comes to being frugal. It's easy to go overboard with these things, but a single example of repurposed rolling stock is a sure-fire attention getter.

The fate of the original Mediapolis depot is not known to us. It might have burned down, or it might have become too leaky, creaky, drafty, and decrepit even for the Rock Island. We also don't know if the 1,600 or so Mediapolis residents were disappointed by its replacement. Perhaps they understood this was better than no station at all.

These photographs are undated, but were probably taken in the mid- to late 1960s. Judging by the faded paint, this station had been in place for several years before the photographer's arrival. The train-order signal mast shows it was still a train-order station at the time these photos were taken. Could this have once been a passenger station too? As late as 1958, the town was served by a daily St. Louis-Minneapolis train. By 1960, Mediapolis was no longer listed as a passenger stop in the *Official Railway Guide*.

When these photographs were taken, the building would have housed a freight agent and possibly provided storage for section gang tools and supplies.

The humble Mediapolis station is symbolic of Rock Island's desperate effort to stay afloat. In the end, there was only so much they could do. In 1975, the Rock filed for bankruptcy – the third in its history. Five years after that, a court ordered the liquidation of the railroad. In 1985, the line through Mediapolis was abandoned.

I read your article "Civil Engineering 101: mountain climbing" [Information Desk, September 2004]. I have a question about compensated grade: Let's say you have a locomotive that can pull 20 cars up a 2.5 percent tangent (straight-line) grade. Since curves add additional

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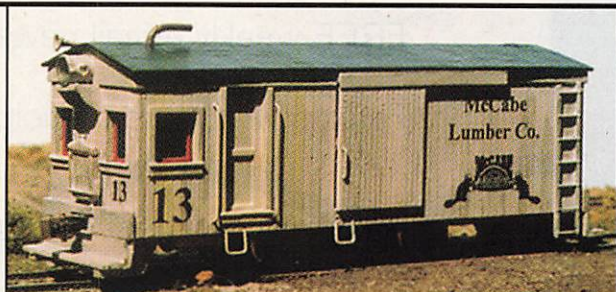


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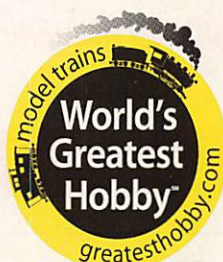
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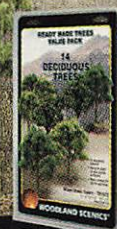
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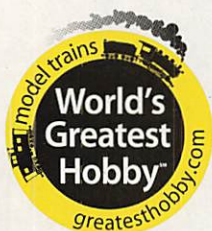
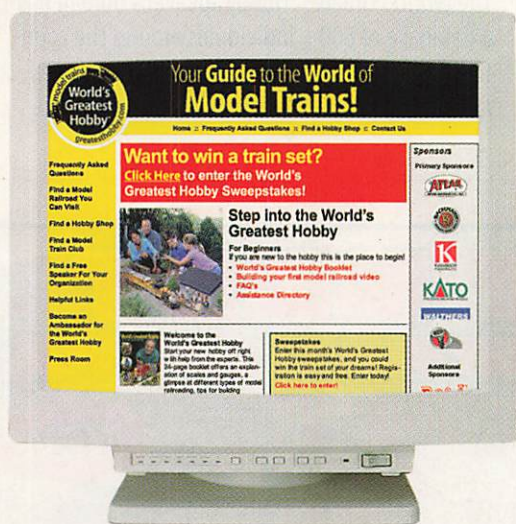
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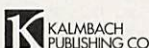
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Information Desk

drag on a climbing train, how much would you have to reduce the grade at the curve to keep the load on the engine constant? Assume the track has a radius of 24". Is there a calculation to follow? I'm in the process of designing a layout, and this would be very helpful.

James Wagner
Bayfield, Colo.

According to data developed by the late John Allen for use on his HO scale Gorre & Daphetid (and reprinted in chart form in Don Mitchell's *Walkaround Model Railroad Track Plans* (Kalmbach, 1991), you can find out how much to compensate – reduce the grade – by using this formula: compensation factor equals 32 divided by the radius of a curve (in inches).

For a 24" curve, the compensation factor is 1.3 percent. In other words, a 24" curve in the flatlands creates the same amount of drag on a moving train as would a 1.3 percent tangent grade.

But what if you don't want to bother with flattening the climb when there's a curve in your grade? Obviously, your trains will have to work harder. The extra rolling resistance of the curve will have the same effect as a tangent grade that suddenly steepened.

The combination of curve and grade resistance is called the equivalent grade. A grade may be only 1.5 percent, but you throw a curve in there and it becomes the equivalent of, say, a 2 percent grade.

It's easy to figure out the equivalent grade of a layout. Just find out the compensation factor using the above formula and add it to the actual grade.

John Allen developed his formula using HO scale cars weighted to the National Model Railroad Association's recommended practice (1 ounce plus 1/2 ounce per inch of car length). But newer trucks tend to be more free-rolling than the trucks of Allen's day, so the numbers you arrive at should be considered fairly conservative. **MR**

Send your questions about prototype railroading to Information Desk, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail proto@mrmag.com. We regret we can't answer all the questions we receive.

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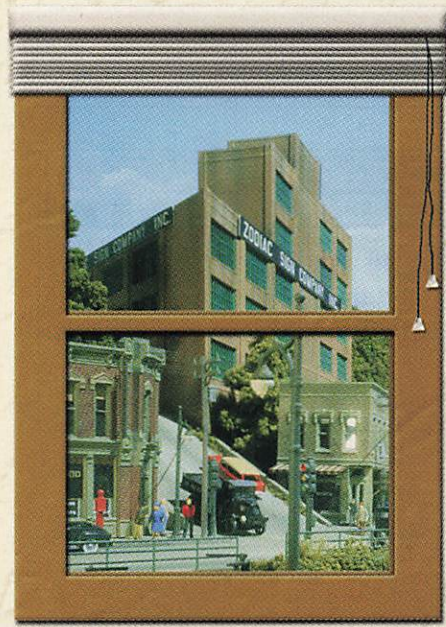
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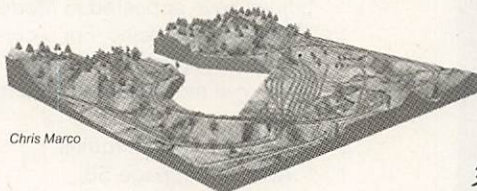


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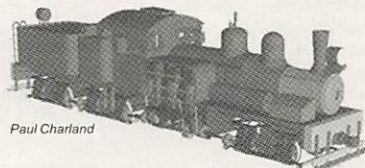
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DCC Corner

10 steps to choosing a DCC system

The question I'm asked most often about Digital Command Control (DCC) is "Which system should I buy?" The short answer is, "It depends on how you'll use it."

Whether you're looking to buy your first DCC system or seeking to upgrade your current command control system, there are several things you'll want to consider before making that purchase.

The main purpose of DCC is to control multiple locomotives independently on the same track. Though all DCC systems do this, each brand has its own unique limitations, including the number of cabs (throbbles) and locomotives it can handle. Knowing the requirements of your layout and the DCC features you want in advance will make it easier to select the system that's right for you.

The following is a list of important points to consider before purchasing a DCC system. Though there are many more things you may wish to address, these 10 items will help guide you in choosing a Digital Command Control system that fits your skills, operating needs, and size of layout.

1 Skill level. If you aren't sure you have the skill to handle an advanced DCC system, a good benchmark is to ask yourself this question: "What time does the clock on my VCR say it is?"

Recent DCC buyer's guides

The following DCC buyer's guides have appeared in *Model Railroader* magazine. For a current list comparing starter systems, visit modelrailroader.com.

- Wireless DCC throbbles
April 2004, page 58
- DCC buyer's guide
March 2003, page 64
- DCC buyer's guide
November 2001, page 96

The point is that if you're the type of person who doesn't want to (or simply can't) figure out how to set the time on your VCR, you probably don't want to consider buying more than a basic DCC system.

Basic Digital Command Control sets, such as Atlas's Commander, Bachmann's E-Z Command, and Model Rectifier Corp.'s (MRC) Prodigy, are the easiest systems to use. They're usually inexpensive, self-contained units. Unfortunately, many of these sets don't allow you to use all of the DCC features available in most decoders. Though basic DCC systems do allow for limited expansion by adding extra throbbles, turning them into an advanced DCC system usually requires replacing the command station or starting over with a new system. If you're interested in pushing only one or two buttons to start running trains, a basic system is your best bet.

However, don't confuse basic command control systems with starter sets like Digitrax's Zephyr, Lenz's set LZV90, or MRC's Prodigy Advanced. A starter set is a full-function DCC system that comes with enough components to get a new user up and running. Unlike the basic sets, starter sets are designed to be expandable, so you can add system features as your model railroad and knowledge of DCC increase. If you want to change engine performance parameters, add lighting or sound effects, and eventually have a signal system, a full-function starter set is the way to go.

2 Number of operator cabs. This feature depends largely on the number of trains you intend to operate at once. The maximum number of cabs a DCC system can handle ranges from 4 to 99 or more. When determining your cab needs, be sure to count all throbbles that will be used at the same time, including those in yards, engine terminals, and helper districts. Then look for a system that can support that many throbbles.

3 Walkaround features. If you have a larger layout, you'll probably want to consider walkaround throttles. Many DCC systems offer these handheld cabs, and they are available in three basic types: tethered, memory, and wireless. You should have a good idea of which type of cab you prefer before you choose a DCC system, because not all three are offered for each system.

Tethered throttles come with an 8- to 12-foot length of cable, affording an operator some degree of flexibility. The cable for a tethered throttle must remain plugged into the command station while the train is running. This type of throttle is usually available with inexpensive systems and works well on smaller layouts.

Memory throttles also have cables; however, unlike tethered cabs, they can be unplugged from the layout while the train is running. The command station remembers the throttle's settings while the cab is unplugged, allowing your train to continue uninterrupted until you've moved to a new plug port. Memory throttles are good for large layouts where operators can follow their trains.

Wireless throttles offer you nearly complete freedom to walk around the layout room and don't require cables or extra wiring for plug ports. They use infrared or radio signals (much like a television remote control or a cordless phone) to send signals to a DCC command station. Though wireless throttles offer a lot of flexibility, having more than 8 or 10 of them can produce control problems. And, they are the most expensive control option.

4 Number of locomotives. The more locomotives you operate the more current your system will need. Power capacity of most DCC systems varies from 3 to 10 amps.

To determine your layout's power needs, add up the total locomotives you expect to operate at the same time (locomotives standing still draw very little current). An HO locomotive can draw anywhere from .25 to 1 amp, so you can see that 6 average locomotives would be about all a 3-amp DCC system could handle.

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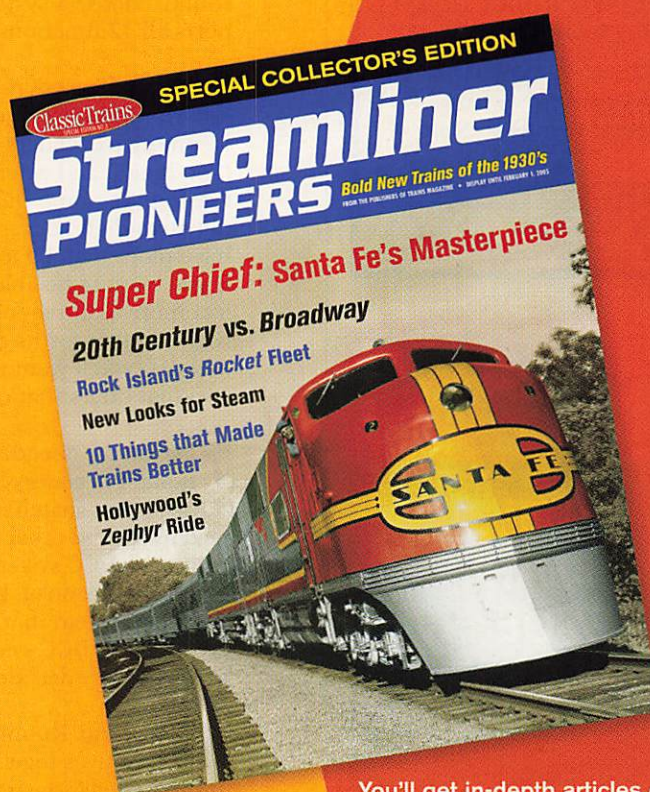
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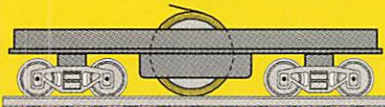
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DCC Corner

Many DCC systems allow you to add extra power supplies or boosters. If you need more current than a starter system can supply, check to make sure that extra boosters are an option. You may find it's less expensive to buy a bigger system than a smaller one with additional boosters. [For more information, see the "Power districts" story on page 90. - Ed.]

5 Sound-equipped locomotives.

The newest sound decoders on the market use functions 1-12. However, not all DCC systems support that many functions, some having as few as 3 or 4. If you plan to run locomotives equipped with sound, choose a system that supports all 12 functions.

6 Locomotive addresses. There are two methods of addressing locomotive decoders - primary (two digits) and extended (four or five digits). Some DCC systems use only two-digit addresses, so if you have more than 99 locomotives or if you want to be able to use the locomotive's three- or four-digit road number for its decoder address, you'll want to find a system that offers that option.

7 Accessory decoders. These stationary decoders let you control slow-motion switch motors, switch machines, and other accessories with your DCC system. If you want this type of control, be sure to choose a system that offers it, as not all basic DCC systems can control accessory decoders.

8 Consisting. Running multiple locomotives together as one unit is called "consisting." There are several different ways to consist locomotives with DCC. These include setting all locomotives linked together to the same address (basic consisting), programming the command station to keep track of which locomotives are in a consist (universal consisting), or programming each locomotive's decoder with a consist address (advanced consisting).

If you run your model railroad with semi-permanently coupled locomotives, then you can use basic consisting, which will work with any DCC system. However, if

you're frequently changing your locomotive consists, then you'll want a system that supports either universal or advanced consisting.

Nearly all DCC systems offer universal or advanced consisting, and some have both. Most systems allow you to set up or change consists only at the command station or from a master handheld cab. Examine your operating plan to help you with this decision.

9 Type of controller. Handheld cabs come in all sorts of shapes and sizes. Since you'll be holding the throttle for long periods of time, and because of the investment of your financial resources, you should be comfortable with the controls, weight, and feel of the cab. Some manufacturers offer several sizes of cabs from which to choose.

10 Compare brands. *Model Railroader* magazine has published several DCC buyer's guides, comparing systems and their features. See the box on page 108. These articles are a good way to see the features of a variety of DCC systems at a glance, but be aware that manufacturers are constantly improving their products.

Another good way to find out about DCC systems are through the manufacturers' Web sites, and most sites include online manuals.

Your local hobby shop is another possible source of information. Many hobby shops carry DCC systems and will let you try them out, or possibly connect you with a local modeler or group that uses the DCC system you're considering.

There are also several DCC discussion groups at Yahoo Groups (www.yahogroups.com). Every DCC system manufacturer has a listing, and many of the people on these groups are experienced system owners. One group that's geared towards all DCC systems is DCC4EVERYONE. The group's catch phrase is "There is no best DCC system, only the best for you." I couldn't agree more. **MR**

Send your questions about Digital Command Control to DCC Corner, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail dcc@mrmag.com. We regret we can't answer all the questions we receive.

NYC S1b Niagara 4-8-4

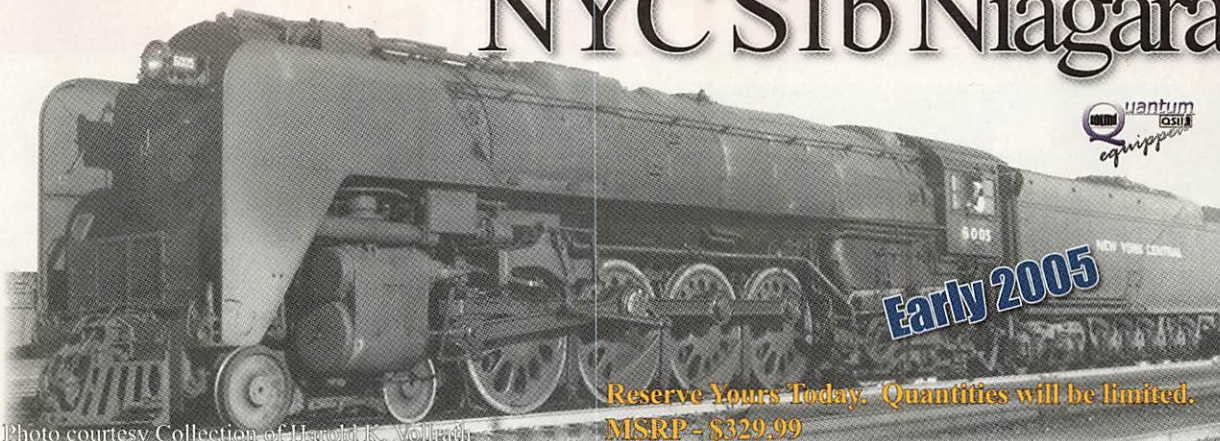


Photo courtesy Collection of Harold K. Mollath

Expected Early 2005. The much requested Niagara will be offered in the following varieties:

NYC S1b Niagara 4-8-4

stk#	Item Description
540	#6001, ptd., HO
541	#6017, ptd., HO
542	#6024, ptd., HO
543	Unlettered, ptd., HO

AT&SF 3800 Class 2-10-2 / 2-10-4

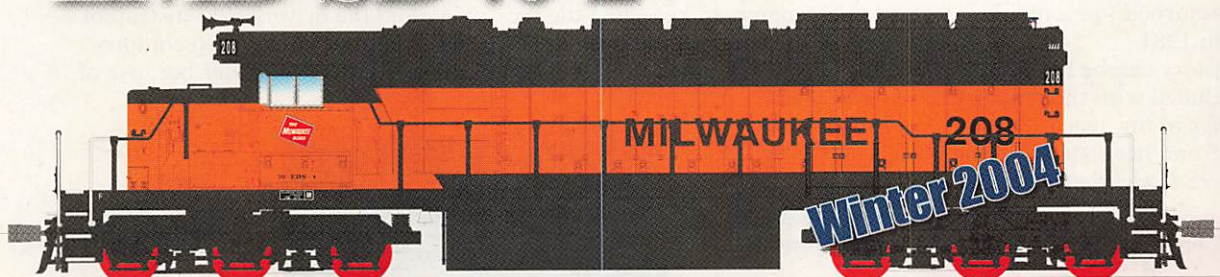


Expected Early 2005. BLI's second AT&SF steam release is a powerful beauty. Available in the following varieties:

AT&SF 3800 Class

stk#	Item Description
081	2-10-2, #3855, ptd., HO
082	2-10-2, #3856, ptd., HO
083	2-10-2, #3876, ptd., HO
084	2-10-2, Unlet., ptd., HO
085	2-10-4, #3829, ptd., HO
086	2-10-4, Unlet., ptd., HO

EMD SD40-2



Expected Early 2005. The much anticipated EMD SD40-2 is coming soon--taking into account many customer suggestions!

EMD SD40-2

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MSRP - \$249.99

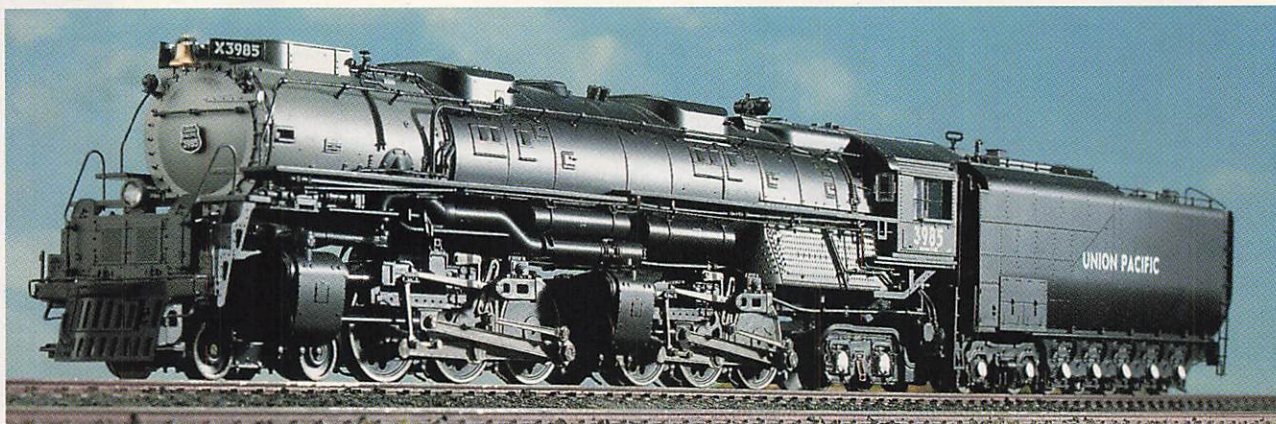
stk#	Item Description	stk#	Item Description	stk#	Item Description
701	BN #6325, HO	707	CSX #8208, HO	713	HELM Leasing (ex. Milw. Rd.), HO
702	BN #6334, HO	708	CSX #8189, HO	714	HELM Leasing (ex. BN), HO
703	BNSF #6397, HO	709	UP #3130, HO	715	KCS #642, HO
704	BNSF #6399, HO	710	UP #3222, HO	716	KCS #655, HO
705	Milwaukee Rd. #205, HO	711	N&W #6091, HO	717	Unpainted, HO
706	Milwaukee Rd. #208, HO	712	N&W #6126, HO		

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Product Reviews



Athearn Challenger meets all challenges

This HO scale 4-6-6-4 Challenger is a top-notch model and easily the best of Athearn's Genesis-series steam locomotives. It looks like its famous prototype, and its fine performance is enhanced by sound effects whether running on conventional DC or Digital Command Control (DCC).

The story of the Union Pacific Challengers has been told many times. It's enough to know that the 65 engines represented by the Genesis model were built by the American Locomotive Co. (Alco) during World War II. These Challengers were used in freight, passenger, and helper service until 1959. One, the 3985, was returned to excursion operation in 1981.

More history can be found in the booklet included with the model, or you can refer to my article, "Challenger 3985 and her sisters," in the January 1995 *Model Railroader*.

Detailed for today. The Challenger model reviewed here represents the restored 3985 as she appears today. Current features include the spill containment and other fittings on the tender's oil fuel bunker that reflect our more safety and environmentally conscious times.

Overall, the model's detailing is excellent, with finely molded rivets and other surface features. There are many separately applied plastic, metal, and wire parts, and in general their effect is quite good. Particularly noteworthy are the see-through holes in the running boards, and the sanding nozzles just in front of the second and third drivers on each engine. I like seeing the sections of the smoke hood (non-operating) inside the smokestack casing,

and I also appreciate the rarely modeled radius on the rear corners of the cab, a common Alco feature.

The metal rods and valve gear have a realistic steel color, and the eccentric cranks are correctly angled on both sides. Unfortunately the crossheads and piston rods are black plastic. The piston rods especially ought to appear to be natural metal, since paint can't be used where they pass through the packing glands into the cylinders.

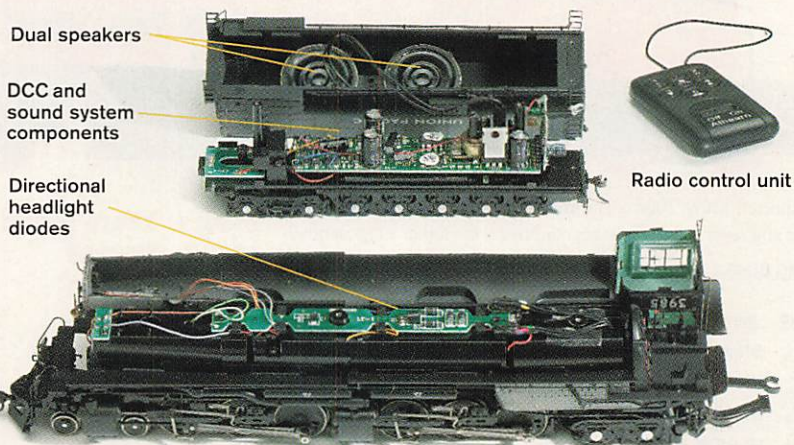
The model is extremely close to its prototype in all measurements. The tender and trailing truck wheels are the correct 42" diameter, while the pilot wheels are 33" instead of 36", and the drivers 67½" instead of 69". Manufacturers often compromise on driver diameter because of

Reviewed in this issue

112 Athearn HO scale Union Pacific 4-6-6-4 Challenger steam locomotive

114 Atlas HO scale Fairbanks-Morse H-24-66 Train Master diesel locomotive

118 Con-Cor N scale USRA Heavy 2-10-2 Santa Fe type steam locomotive



Both sets of drivers swivel beneath the boiler so the model can negotiate 22"-radius curves, but it looks much better on wider-radius curves.



Six coal-fired Challengers were built from the UP design for the Denver & Rio Grande Western in 1943. They were sold to the Clinchfield RR in 1947.

oversize model flanges, so it's good to see that this Challenger's drivers come so close.

Performance and control. The Genesis 4-6-6-4 runs smoothly and with no perceptible motor or gear noise to compete with its sound effects. It has traction tires on both rear drivers and develops enough drawbar pull to pull more than 100 free-rolling freight cars on straight and level track. The model's top speed matches the prototype's passenger-service maximum almost exactly.

As is typical of locomotives equipped for DC-compatible sound, the starting voltage is a bit high. However, the locomotive comes with a push-button radio control

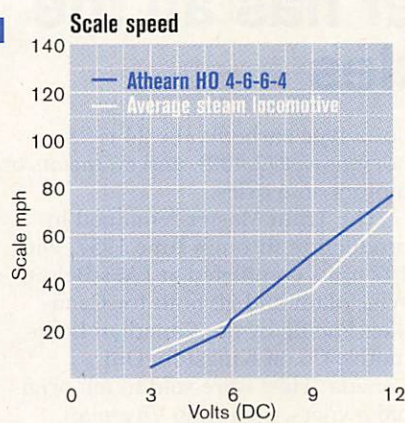
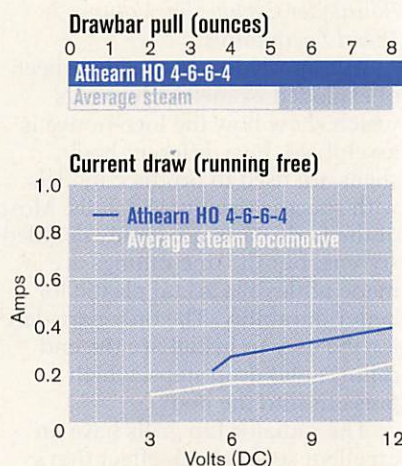
unit that allows you to set a maximum voltage with your power pack and then enjoy wireless control of the engine's speed, direction and sound effects. This wireless controller is also used for sound system programming, a definite step up in ease of DC operations.

(To get voltage and current readings with our test meters, I controlled the engine's speed and direction with a power pack for our performance tests.)

The Challenger's decoder automatically recognizes a DCC signal on the track and switches into command control operation. More sound effects are available in the DCC mode, and I found it easier to blow whistle signals using the func-

tion button of a DCC cab than with the radio-control unit. The engine's exhaust-sound rate is adjustable with a configuration variable (CV), but the factory setting produces the correct (for both engines "in step") four chuffs per driver revolution.

The sound effects play through two downward facing speakers enclosed in the tender, and volume can be manually controlled using a potentiometer under the tender's middle water hatch. Those using DCC can also control the volume with a CV. In general the sound effects are good, although there's quite a staccato attack to the chuff sound, and I've heard better coupler clanks from other systems.



	Draw when slipping	Draw when stalled
Athearn HO 4-6-6-4	.80A	.92A
Average HO steam locomotive	.38A	.78A

	Minimum sustained speed
Athearn HO 4-6-6-4	4.4 mph
Average HO steam locomotive	3.7 mph

"Average" data based on comparable locomotives reviewed recently

HO scale UP 4-6-6-4

Price: \$359.98

Manufacturer

Athearn Trains
1550 Glen Curtiss St.
Carson, CA 90746
www.athearn.com

Description

Plastic and metal ready-to-run articulated steam locomotive with sound and DCC

Road names/numbers

Union Pacific 3985 (current version, 3943 (coal burner with smoke deflectors), 3964 (coal burner, all black), 3977 (oil fired, two-tone gray); Clinchfield 670 or 672 (single stack); Denver & Rio Grande Western 3802 or 3804; and undecorated in four versions

Wheels and couplers. All the Challenger's pilot wheels and drivers matched the National Model Railroad Association standards gauge, but the trailer and tender wheels – all the 42"-diameter wheelsets – were slightly narrow in gauge. The locomotive and tender operated satisfactorily through Atlas turnouts.

All twelve drivers and the forward eight wheels of the tender's pedestal truck pick up current from the rails. That gives the Challenger ten pickup wheels on each side, although the traction tires will keep the rear drivers from picking up unless the flanges make contact.

The rear coupler on the tender is the correct height, and a magnetic knuckle coupler is included to replace the swing-gate dummy coupler on the pilot. It's the correct height when installed with the supplied coupler box support and mounting screw.

As has unfortunately become typical for articulated models, both

engines pivot on this locomotive, instead of the rear engine being rigid with the front engine hinged from it. The steam pipes can't connect to the rear cylinders as they should, and the gap is noticeable on sharp curves. Although the Challenger can negotiate 18"-radius curves, I second Athearn's recommendation that it be used on curves of 22" or larger radius. It looks far more realistic on 30" to 36" curves.

A Challenger for your roundhouse?

The UP Challenger is a popular locomotive that's been modeled before, but there hasn't been a better mass-produced model of this prototype than this one. It's also good to see a model with built-in sound and DCC in the Genesis line, both features that add to the fun of model railroading. If there's a stall for a 4-6-6-4 in your roundhouse, you'll be happy to fill it with Athearn's Challenger. – *Andy Sperandio, executive editor*

HO Challenger features

- Automatic dual-mode (DC/DCC) control and sound system
- Cab interior with backhead
- Constant directional headlight and backup light
- Coupled wheelbase: 107'-3" (requires a 15½" turntable)
- Drawbar pull: 8.8 ounces (with two traction tires)
- Enclosed motor with two turned-brass flywheels
- Engine and tender weight: 35.75 ounces (engine alone weighs 26 ounces)
- Illuminated train indicators ("number boards")
- Magnetic knuckle couplers
- Minimum radius: 18", but 22"-radius is recommended
- Opening cab ventilator
- Sliding cab windows
- Wheel flanges: .035" deep except drivers, .025" deep



HO Train Master has all the bells and whistles

This **Train Master** heavy-duty diesel locomotive is the first Atlas HO scale model to include a sound system, which adds even more realism to the smooth-running mechanism and superb detail we've come to expect from Atlas. These models include railroad-specific details and come ready-to-run in DC and DCC (Digital Command Control) versions.

Fairbanks-Morse introduced the prototype model H-24-66 Train Master locomotive in 1953, and it started a horsepower race that went on for the next decade. In this FM model designation the H indicates a

hood-type carbody, the 24 is its horsepower (2,400), and 66 means 6 motors on 6 axles.

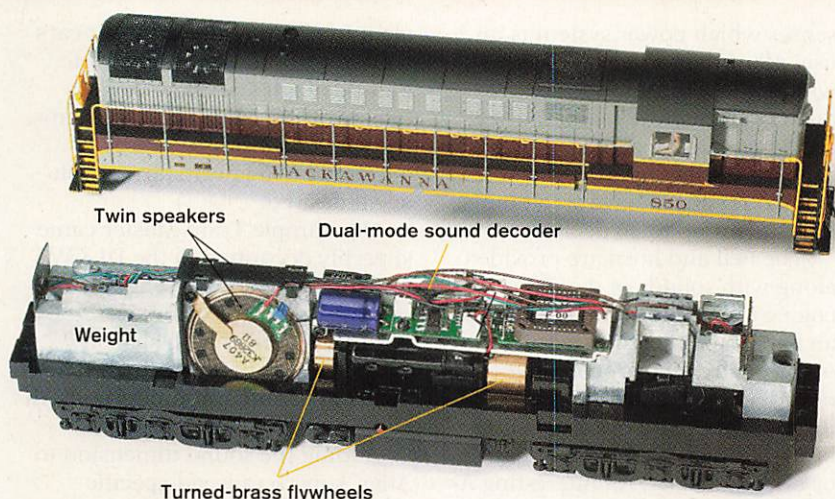
The Train Master remained in production through June 1957, with 107 units completed at FM's Beloit, Wis., plant and 20 built for Canadian Pacific by the Canadian Locomotive Co. at Kingston, Ont., Canada. They were sold to ten original owners, including Virginian (25), Canadian Pacific (21), Reading (17), Southern Pacific (16), Central RR of New Jersey (13), Delaware, Lackawanna & Western (12), Pennsylvania (9), Wabash (8), Southern (5), and Canadian National (1).

The Train Masters were monsters, weighing between 375,000 and 394,000 pounds (an EMD GP9 weighed about 250,000 pounds). Most Train Masters were used in heavy freight service, but the Lackawanna, Reading, and Southern Pacific units spent many years hauling commuter trains.

The model matches the prototype drawings published in the *Model Railroader Cyclopedic: Volume 2, Diesel Locomotives*.

Atlas provides a two-sided sheet of exploded isometric drawings which show how the locomotive is assembled. Five different body shells are used to produce models with specific prototype details. Most of the body parts are highly detailed styrene, but the fine railings are made of flexible acetal plastic for better durability. The only parts left for the user to install are the end railings and drop steps, which press-fit into the body.

The radiator fan grills have an excellent see-through effect that's also used on the corner steps and pilot footboards. All of the hood doors have individual latch handles. The windows, number boards, and lenses in the headlights and classification lights are clear styrene.



Nearly every bit of space inside the Train Master is packed with weights, its mechanism, a dual-mode sound decoder, and a pair of speakers.

Mechanically, the Train Master follows the successful Atlas pattern of starting with a heavy, zinc alloy frame. A can motor, fitted with a pair of turned-brass flywheels, is mounted in the middle to drive both truck gearboxes through acetal plastic universal shafts.

Each truck has an acetal plastic gear case with metal contacts to pick up current with all of the wheels. The sideframes are an interesting combination of superb acetal plastic castings with metal springs. Under close inspection, they include the brake pipes across the top, sand hoses at both ends, and a speed recorder cable on the engineer's side under the cab.

All of the blackened nickel-silver drivers have RP-25 wheel contours, and the wheelsets match the National Model Railroad Association gauge.

Accumate magnetic knuckle couplers are factory-installed at the proper height on both ends.

The built-in electronics offer a wide range of user choices. Plan to spend some time studying the 36-page owner's manual which explains how everything works. It also includes capsule summaries of initial DC (analog), DCC, and sound operation. Later chapters cover the more-advanced programming procedures.

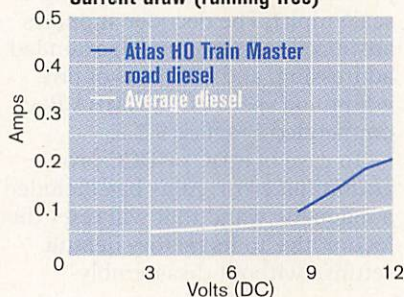
Atlas Master Gold Series locomotives include a QSI sound system, which can be programmed on either DCC or DC systems, and an automatic dual-mode decoder that

Drawbar pull (ounces)

0 1 2 3 4 5 6 7 8

Atlas HO Train Master road diesel
Average diesel

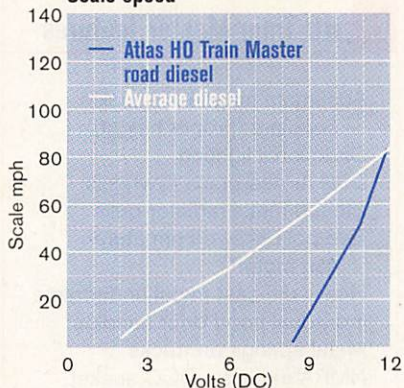
Current draw (running free)



	Draw when slipping	Draw when stalled
Atlas HO Train Master road diesel	.42A	.98A
Average HO diesel	.42A	.90A

"Average" data based on comparable locomotives reviewed recently

Scale speed



	Minimum sustained speed
Atlas HO Train Master road diesel	1.9 mph
Average HO diesel	3.0 mph

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Product Reviews

senses which power system is in use. All of the sounds associated with a diesel locomotive are produced automatically, and individual items may be activated by pressing a function key. The sounds produced have a volume adjustment up to 86 decibels.

The bell and horn are provided along with sounds of the diesel engine idling and changing speeds, an air compressor starting and occasionally venting, coupling noises, shutters opening and cooling fans switching on, a dynamic brake whine, and squealing flange or braking noises. An interesting A-shaped frame holds the dual speakers that provide a doppler effect.

The dual-mode decoder conforms to the NMRA DCC standards and can be programmed for 14-, 28-, or 128-step speed control (28 steps is the default setting). It uses function keys F1 through F12 (F10 produces a verbal speed reading in scale mph). The decoder supports advanced consist control, extended addressing, and all forms of programming specified in NMRA Recommended Practice 9.2.3.

In case of a DC or DCC programming error, Atlas has included a magnetic wand that will reset the locomotive to its factory default settings without disassembly.

Performance. Using the default settings, the H-24-66 started moving on 8.5 volts DC and ran smoothly at 1.9 scale mph. Its top speed of 83 mph is close to the prototype's maximum 79 mph with passenger gearing. The drawbar pull is equiv-

alent to 62 free-rolling freight cars on straight and level track. Note that this high starting voltage is typical of DC-mode sound systems, but the model can be reprogrammed to a lower starting voltage if desired.

Our sample Train Master came superbly decorated in the DL&W's classy three-color passenger paint scheme. All of the colors were smoothly applied with sharply defined edges between them. The lettering includes numbers on both ends and in the number boxes.

Adding the sound dimension to Atlas' superb railroad-specific detailing and ultra-smooth operation clearly put these big FMs at the head of their class. —*Jim Hediger, senior editor*

▶▶ Atlas HO Train Master

Prices: Silver Series, \$139.95;
Gold Series with dual-mode
decoder and QSI sound,
\$249.95

Manufacturer

Atlas Model Railroad Co. Inc.
378 Florence Ave.
Hillside, NJ 07205-1102
www.atlasrr.com

Description

Plastic and metal ready-to-run locomotives. Silver series is DCC ready. Gold series includes automatic dual-mode DCC decoder and sound

Road names (two unit numbers each and unnumbered)

- Phase Ia (single headlight with small number boards)

- Erie Lackawanna (black and yellow), Fairbanks-Morse demonstrator, Lackawanna (gray, maroon, and yellow), Wabash (blue, gray, and white), undecorated

- Phase Ib (dual headlights with small number boards)

- Southern Pacific (black, silver, and orange), SP (gray and red), Virginian, undecorated

- Phase II (single headlight with large number boards)

- Canadian Pacific (maroon, gray, and yellow), Jersey Central (dark green), Pennsylvania, Reading (dark green), and undecorated

▶▶ HO Train Master features

- Accurate magnetic knuckle couplers (proper height)

- Directional lighting

- Dual turned-brass flywheels

- Etched-metal radiator grills

- Five-pole skewed armature can motor

- Heavy die-cast metal underframe

- Individual hood door handles

- Metal springs on trucks

- NMRA eight-pin DCC socket

- Painted crew figures

- Railroad-specific details

- Separately applied detail parts

- Windshield wipers

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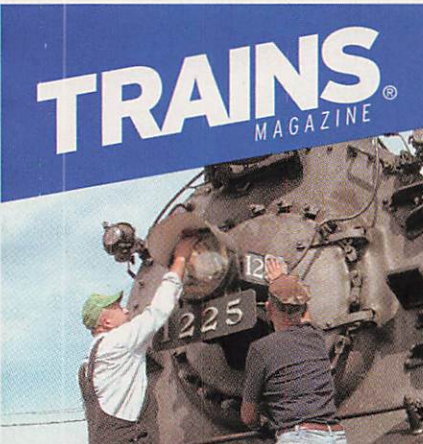
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Product Reviews



N scale USRA 2-10-2 is a big tonnage hauler

Con-Cor's USRA Heavy 2-10-2 is a big steam locomotive designed for mainline freight service. Even in N scale it's an impressive machine with a long rigid wheelbase that'll look its best on large-radius curves.

The prototype for this 2-10-2 Santa Fe type was designed by the United States Railroad Administration (USRA) while the government controlled the nation's railroads during World War I. It was the largest rigid-frame locomotive in the USRA's stable of standard locomotives. Of the 175 originals built in 1919, 130 were assigned to the Pennsylvania RR while 25 went to the Erie. The remainder were sent to the Chicago, Burlington & Quincy (10), Colorado & Southern (5), and Bessemer & Lake Erie (5).

After hostilities ended, additional copies were built for the Illinois Central (125), Atlantic Coast

Line (20), Central of Georgia (10), and Missouri Pacific (10).

Con-Cor's 2-10-2 model is a fine replica of its prototype. It closely matches the major dimensions shown in the USRA drawings published in the 1922 edition of the Simmons-Boardman *Locomotive Cyclopedia*, except for the overall wheelbase of the locomotive.

The mechanism. Manufacturers always face clearance problems in steam locomotive mechanisms because model wheel flanges are oversize. To resolve this problem, they either reduce the driver size or increase the axle spacing to provide operating clearance. In this case, Con-Cor kept the proper scale 63" driver and stretched the rigid wheelbase a scale 28".

Additional clearance is also necessary around the pilot and trailing trucks. All of the 2-10-2's modifications are done in small increments that add up to about a scale 40" in the model's overall length. However, these adjustments are spread out and well concealed so they don't detract from the locomotive's USRA standard appearance.

The die-cast metal chassis is driven by a five-pole skew-wound motor mounted in the firebox and cab. The two-part frame is electrically split so all of the drivers and tender wheels pick up current.

All of the wheelsets have been chemically blackened, and they match the National Model Railroad Association gauge. The middle set of drivers is blind (no flanges), and the others provide some lateral motion so the model can run on curves as sharp as 11" radius.

Continued on page 122

►► N scale USRA 2-10-2

Price: \$329.98

Manufacturer

Con-Cor International
8101 East Research Court
Tucson, AZ 85710

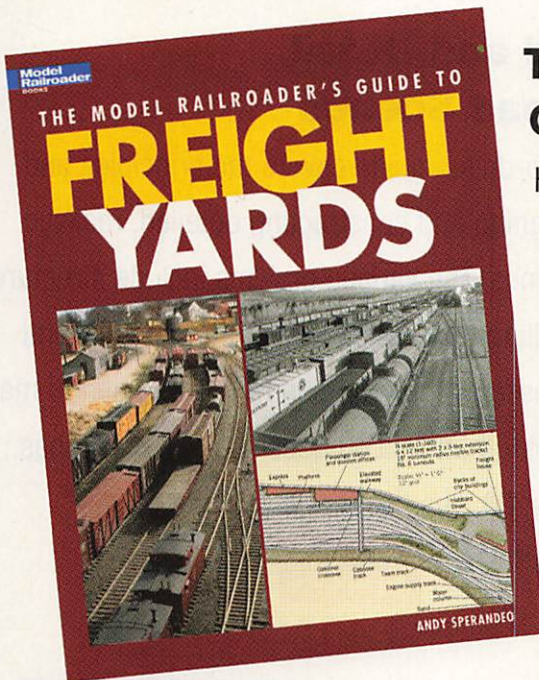
Description

Plastic and metal
ready-to-run locomotive

Road names

Atlantic Coast Line; Bessemer & Lake Erie; Central of Georgia; Chicago, Burlington & Quincy; Colorado & Southern; Erie RR; Illinois Central; Missouri Pacific; Pennsylvania RR; Southern Pacific; Union Pacific; and unlettered

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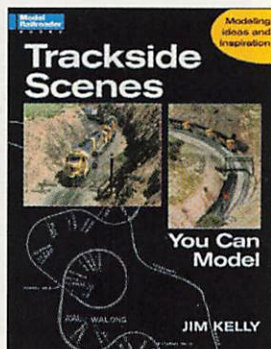


The Model Railroader's Guide to Freight Yards

H0 and N scale illustrations plus prototype and layout photos introduce modelers to the principles of designing, constructing and operating a realistic freight yard. Covers how real rail yards receive and classify trains; defines the various yard designs and structures; and offers techniques for modeling yards on a layout of any size or era. By Andy Sperandio. 8 1/4 x 10 3/4; 80 pgs.; 50 color and 100 black & white photos; 40 illus.; softcover.

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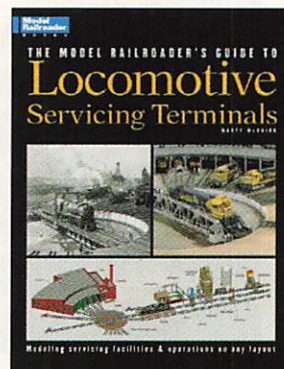
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Trackside Scenes You Can Model

Historic color and black-and-white photographs capture intriguing prototype railroad settings from all over the U.S. The author details how you can realistically model each prototype scene on your own layout. Each chapter features a description of the scene including trackage, structures, and operating environment, and a suggested track plan. By Jim Kelly. 8 1/4 x 10 3/4; 80 pgs.; 80 color and 20 b&w photos; 25 illus.; softcover.

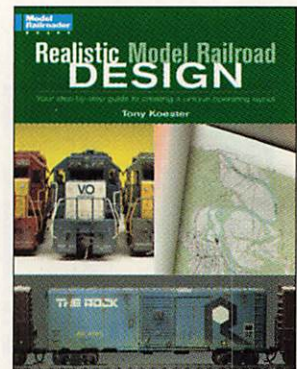
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Realistic Model Railroad Design

Using photos, illustrations, and a straightforward style, notable *Model Railroader* magazine author Tony Koester shows you how to make creative, plausible choices for the concept and construction of your next model railroad. Covers key topics like developing an entire model railroad theme, choosing a scale, integrating signature design elements into your track plan, and much more. 8 1/4 x 10 3/4; 96 pgs.; 150 color and 10 black & white photos; 50 illustrations; softcover.

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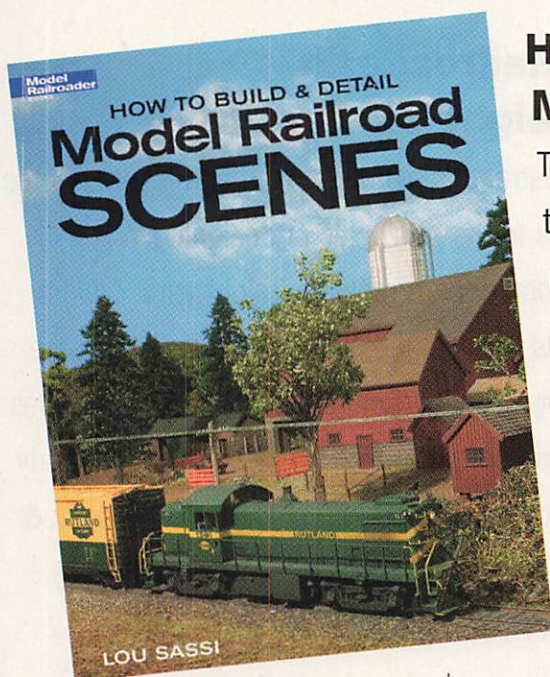
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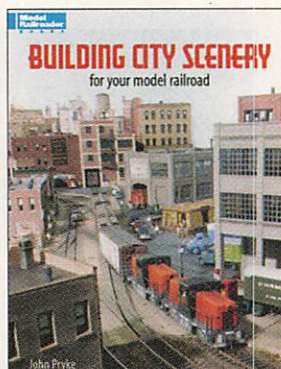
NEW!



Scenery & Airbrushing Made Easy

The expert staff of *Model Railroader Magazine* shows you everything you need to know about building fantastic layout scenery and the art of airbrushing with acrylic paints. From start to finish, you'll learn about the tools, applications, and special techniques you can use to create realistic-looking model railroad scenery and detailing projects. Digitally remastered from two VHS classics: *Airbrushing with Acrylic Paints* and *Model Railroad Scenery Made Easy*. 120 minutes; DVD; all-digital format; color; stereo sound.

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Building City Scenery for Your Model Railroad

Learn to model realistic city structures and scenes of any size in any scale! Step-by-step photos, technical illustrations, and a variety of approaches to assembling a model city show you how. An ideal book for intermediate modelers who want to enhance realism on their layouts. By John Pryke. 8 1/4 x 10 3/4; 96 pgs.; 120 color & 40 b&w photos; 25 illus.; softcover.

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The New Scenery Tips and Techniques

Compiled from *Model Railroader*, this completely revised edition includes intriguing ideas on creating realistic ground cover, trees, bushes, rocks, water and other scenery details. Full of outstanding photos, diagrams, and instructions; ideal for beginning model railroaders. 8 1/4 x 10 3/4; 104 pgs.; 225 color and 25 b&w photos; 25 illustrations; softcover.

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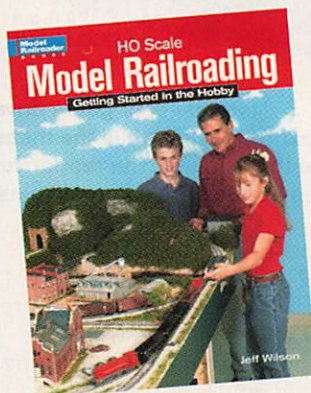
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HO Scale Model Railroading: Getting Started in the Hobby

Starting with benchwork and ending with realistic scenery, this practical, no-nonsense guide provides insight into the fundamentals of model railroading in the hobby's most popular scale. Features up-to-date techniques and references many significant new products. By Jeff Wilson. 8 1/4 x 10 3/4; 96 pgs.; 200 color photos; 25 illus.; softcover.

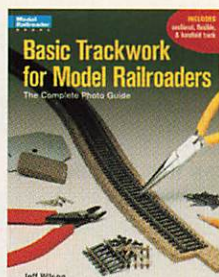
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Basic Model Railroading: Getting Started in the Hobby

From the basics of tracklaying, wiring, and maintaining locomotives to the finer points of scenery building, painting, weathering, and detailing models, every aspect of modeling is presented in this up-to-date reference. Packed with simple tips and techniques and instructions for building a basic 4 x 8-foot HO scale layout with scenery. From *Model Railroader*. 8 1/4 x 10 3/4; 80 pgs.; 150 color and 5 b&w photos; softcover.

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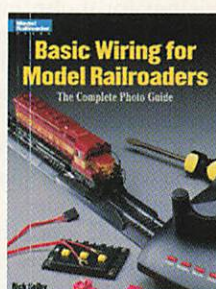


Basic Trackwork for Model Railroaders

Using a step-by-step photographic approach, this book offers proven, easy-to-follow techniques for installing of sturdy trackwork, including fitting the roadbed, laying sectional or flexible track, and finishing

the track with lineside details. Also covers installing turnouts, cleaning and maintaining trackwork, and other special techniques suitable for a layout of any size or scale. By Jeff Wilson. 8 1/4 x 10 3/4; 88 pgs.; 250 color photos; softcover.

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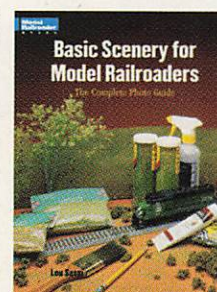


Basic Wiring for Model Railroaders

Learn how to get your locomotive, train set, or complete model railroad operating—even if you don't understand the principles of electricity! Teaches basic electrical connections for a two-rail DC powered layout

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Basic Scenery for Model Railroaders

This book covers simple techniques needed to make realistic scenery for a layout of any size or scale. Each chapter includes step-by-step color photos, illustrations, and diagrams that demonstrate the basic

steps to adding prototypical scenery elements to a layout. Features a variety of "one evening" projects. By Lou Sassi. 8 1/4 x 10 3/4; 96 pages; 200 color photographs; softcover.

12233 • \$19.95

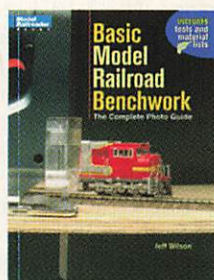


Basic Painting & Weathering for Model Railroaders

Presents step-by-step techniques to finish, paint, decal, and weather railroad models. Introduces the tools, products, and techniques, and guides

hobbyists through several basic projects, from stripping paint to airbrushing. 250 step-by-step color photos help you get started quickly. By Jeff Wilson. 8 1/4 x 10 3/4; 80 pages; 250 color photos; 5 illustrations; softcover.

12247 • \$19.95

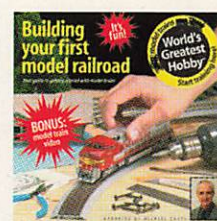


Basic Model Railroad Benchwork: The Complete Photo Guide

Step-by-step instructions and an illustrated teaching method take the mystery out of constructing model railroad benchwork.

Covers the materials and tools necessary and the basic skills required to make sturdy benchwork for any size or scale layout. By Jeff Wilson. 8 1/4 x 10 3/4; 96 pgs.; 250 color photos; 25 illustrations; softcover.

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Building Your First Model Railroad

This exciting instructional video teaches you everything you need to know to build a model railroad layout. No prior experience is necessary,

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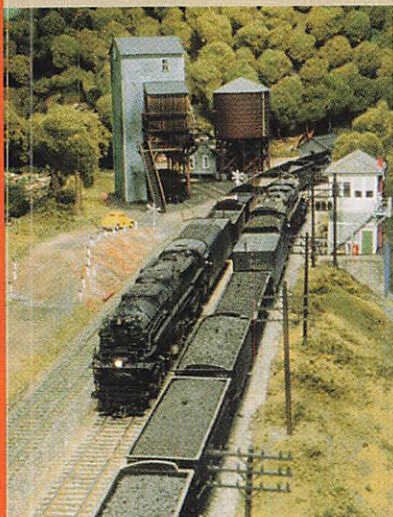
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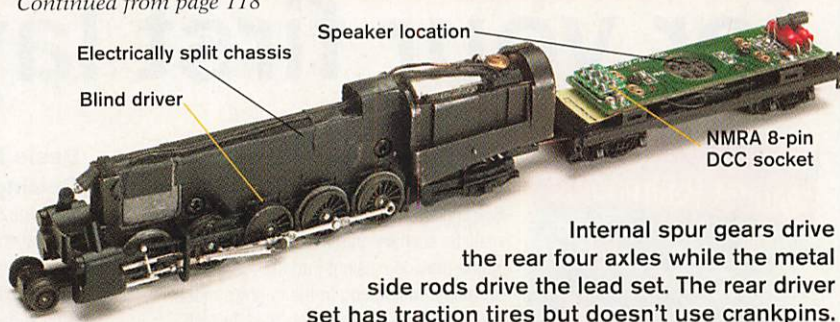
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Product Reviews

Continued from page 118



Cosmetic details. The upper parts of the model are plastic castings with excellent boiler bands, piping, and rivet detail. The tender is a USRA standard long version with four-wheel Andrews trucks.

The tender floor is cast metal with provisions for mounting a small speaker. A printed circuit board holds the directional lighting diodes and an NMRA standard eight-pin receptacle for easy conversion to DCC (Digital Command Control). The tender has space to carry a concealed decoder.

Our sample came smoothly painted black with sharply printed Illinois Central initials on the cab and numbers on the tender. The back of the tender also includes correct tender-capacity lettering.

Micro-Trains magnetic knuckle couplers are mounted at the proper height on both ends.

Performance. The 2-10-2 seemed a little stiff at first, but it quickly warmed up and ran smoothly at freight speeds. Its full throttle speed is in the passenger range, but it looks much better plodding along with a drag freight.

The 2-10-2's traction tires deliver enough tractive effort to pull about 54 free-rolling cars on straight and level track.

» N scale 2-10-2 features

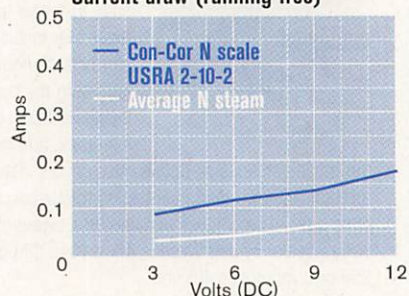
- Blackened nickel-silver RP-25 wheels
- DCC ready
- Directional headlight
- Drawbar pull: 2.24 ounces
- Engine and tender weight: 5 ounces
- Five-pole skew-wound motor
- 14-wheel electrical pickup
- Prototype-specific details
- Minimum radius: 11"

Interestingly, the prototype USRA 2-10-2s worked mostly in relatively flat country, but I'm sure most N scale modelers will enjoy watching this freight hog climbing mountain grades as well. It's a good-looking model that performs well. —J.D.H.

Drawbar pull (ounces)

0	.5	1	1.5	2	2.5	3	3.5	4
Con-Cor USRA 2-10-2								
Average N steam								

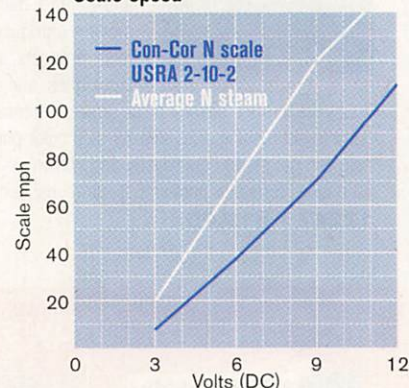
Current draw (running free)



	Draw when slipping	Draw when stalled
Con-Cor N scale USRA 2-10-2	.24A	.34A
Average N steam	.22A	.42A

*Average" data based on comparable locomotives reviewed recently

Scale speed



	Minimum sustained speed
Con-Cor N scale USRA 2-10-2	7.7 mph
Average N steam	8.8 mph

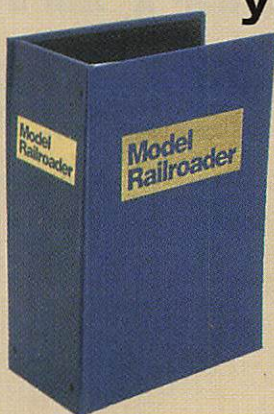
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Learn what N scale requires in everything from benchwork to realistic scenery. For beginners as well as experienced modelers making the transition from a different scale. By Martin McGuirk. 8 1/2 x 10 1/2; 104 pgs.; 100 color and 50 b&w photos; 50 illus.; softcover.

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Beginner's Guide to Large Scale Model Railroad

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The Model Railroader's Guide to Locomotive Servicing Terminals

Offers hobbyists a guide to modeling locomotive service, repair, and storage terminals. Also includes tips and techniques for modeling trackage, structures, and other terminal details appropriate for the steam or diesel era. By Marty McGuirk. 8 1/2 x 10 1/2; 125 color and 50 b&w photographs; softcover.

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HO Trackside Structures You Can Build

Contains instructions on constructing 18 projects ranging from stations and yard structures to engine-servicing facilities. Includes plans, photos, and diagrams. From *MODEL RAILROADER* Magazine. 8 1/2 x 10 1/2; 120 pgs.; 145 b&w and 15 color photos; 150 illus.; softcover.

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Basic Model Railroad Track Plans

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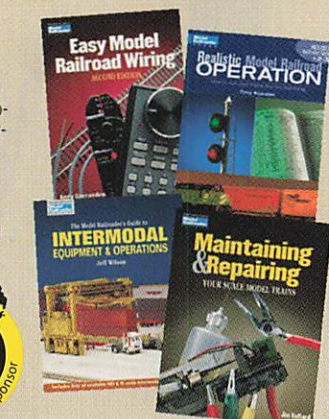
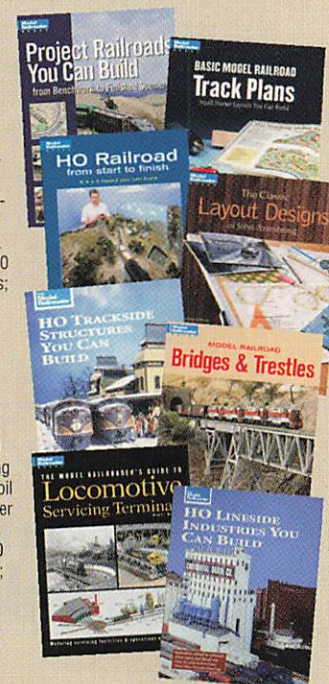
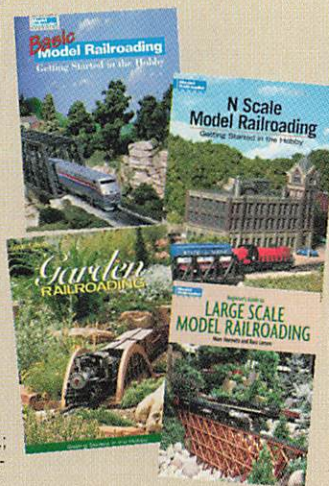
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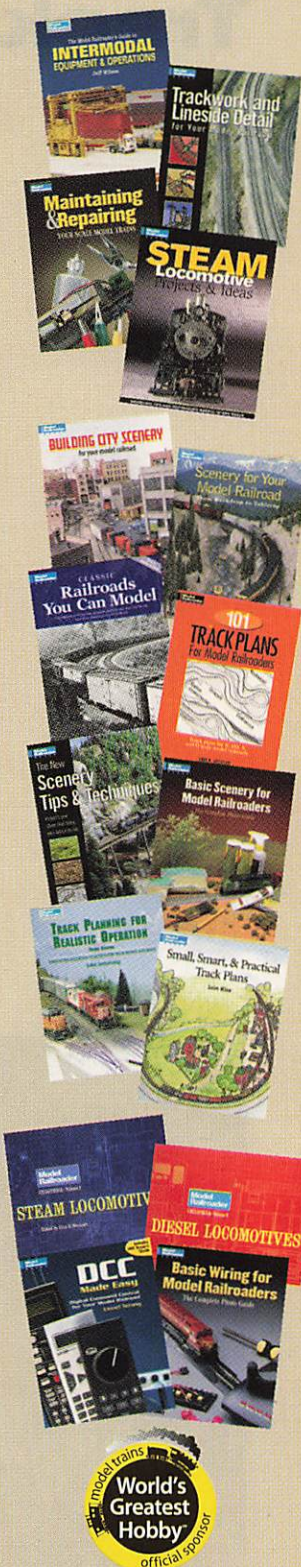
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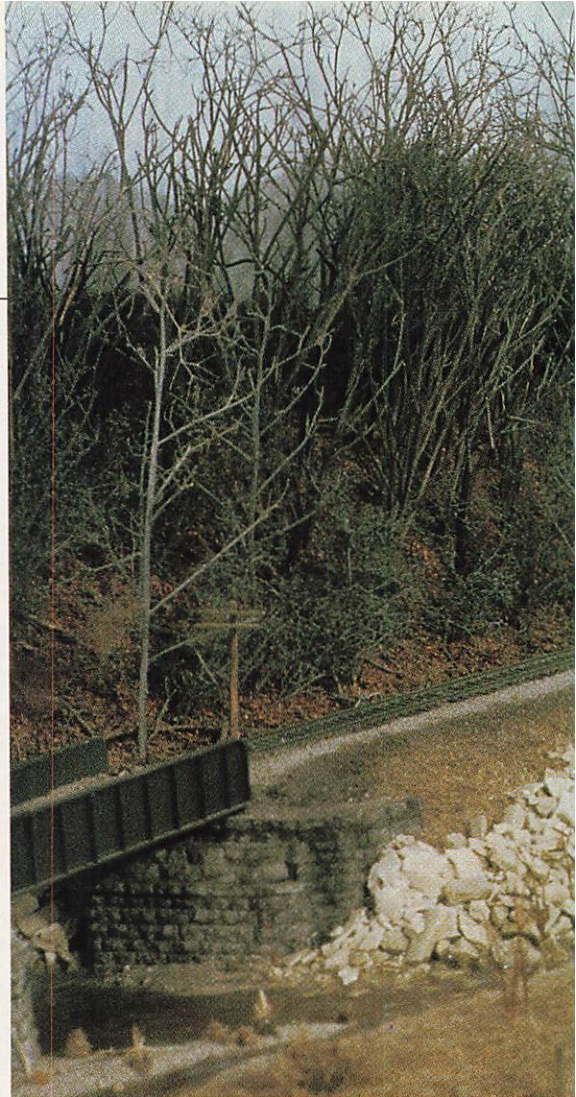
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Trackside Photos

A pair of Monon Electro-Motive Division F3s are assigned to the road's crack passenger train, the *Thoroughbred*, seen here five miles south of Bloomington, Ind. Lance Mindheim of Silver Spring, Md., submitted the photo, which he took on his N scale layout.





Canadian Pacific 2-8-0 no. 3716 and 2-8-2 no. 5120 charge out of a tunnel with westbound tonnage on Anthony Craig's Coquihala Subdivision. The HO scale scene was photographed by René Gourley of North Vancouver, B.C., Canada.



It's a cold winter morning, but the conductor aboard Soo Line caboose no. 14 is nice and warm in the cupola as his Chicago-bound train passes through Genoa, Ill. *Model Railroader's* associate editor David Popp photographed and modeled the HO scale scene.



Fenwick Central GP7 no. 423 leads a short local over a scratchbuilt Pratt truss bridge on the Greater Niagara Model Railroad Engineers' HO scale layout in Fenwick, Ont., Canada. Brian Vasselsue of Welland, Ont., took the photo.



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Model Railroading is Fun!

David Popp

It's all here in black and white

No, it's not a black-and-white New York Central publicity photo from the 1940s. It's a full-color image of Brian Orlowsky's 2 x 4-foot Ntrak module rendered in a gray scale. Brian purchased a New York city skyline poster with the idea that he would try to colorize it for a module backdrop. However, after a little thought, Brian decided it might be more interesting to model the scene as if it were a black-and-white photo typical of the period he was modeling.

Brian used 10 shades of gray paint and four different tones of black to simulate the gray-scale range and tonal contrasts found in black and white photos. He used this monochromatic palette to paint the plaster water, Sylvan Models tug and car float, track, trees, and buildings to emulate those in the poster. Though it's not an exact match, the color blend is convincing.

As for rolling stock, fortunately for Brian the NYC had painted



Contrary to the norm, it's the absence of color that makes Brian Orlowsky's Ntrak module a standout. At the 2004 National N Scale Convention in Chantilly, Va., people did a double take when they spotted this unusual monochromatic New York scene. Paul Dolkos photo

some of its equipment in gray color schemes, making it easy for him to fill his scene with authentic-looking NYC cars. He also added cars from other railroads that had black-and-white or gray paint schemes.

Brian's NYC module isn't entirely devoid of color, however. The delivery trucks in the foreground have small red heralds, adding just a hint of color to tease the viewer. — Paul J. Dolkos, Alexandria, Va.

Big museum features little trains

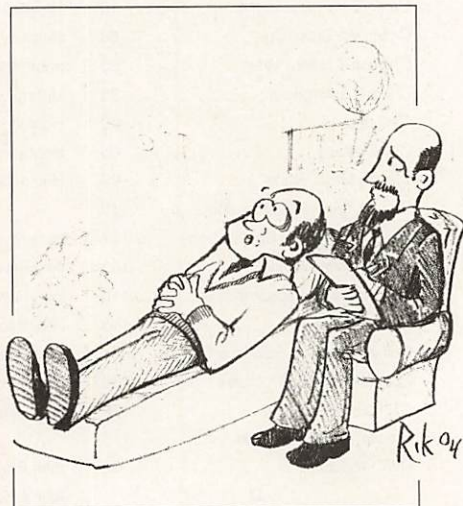
The new toy train exhibit at the California State Railroad Museum may be called "Small Wonders," but the size of the exhibit is anything but small. With more than 1,000 toy trains on display, Small Wonders: The Magic of Toy Trains, showcases four decades' worth of toy train collectibles from donor Thomas W. Sefton.

This new permanent exhibit, designed in part by Roger Carp, senior editor of *Classic Toy Trains*,

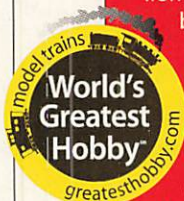
opened August 14, 2004. The collection includes toy trains from American Flyer, Buddy "L," Ives, Lionel, and Märklin. Due to the large number of trains in the collection, only a portion will be on display at a time. However, the museum will regularly update the display so visitors can always see something new.

The California State Railroad Museum is located at 2nd and I Streets in Sacramento and is open daily from 10 a.m. to 5 p.m. (excluding Thanksgiving, Christmas, and New Year's Day).

For more information call (916) 445-6645 or visit www.californiastaterailroadmuseum.org. — Jackie Palank, editorial intern



"So help me, Doc ... I'm nostalgic for horn-hook couplers!"



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● Atchison, Topeka & Santa Fe			
106-0504	PA-1+PB-1	#52L, #52A	\$184.00
176-4102	PA-1	#54L	\$ 92.00
● Delaware & Hudson			
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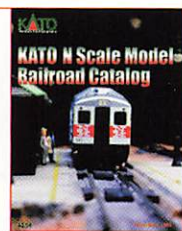
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HO EMD SD38-2

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● Elgin, Joliet & Eastern				
37-6482	659	3200 gal.	3 Cyl.	w/DB
37-6483	665	3200 gal.	3 Cyl.	w/DB
● U.S. Steel				
37-6491	1	3200 gal.	2 Cyl.	w/DB
● Undecorated				
37-6490	-	3200 gal.	2 Cyl. w/DB & Non/DB	
● Chicago & North Western (Operation Lifesaver)*				
37-6521	6652	4000 gal.	3 Cyl.	Non/DB
● Chicago & North Western*				
37-6522	6656	4000 gal.	3 Cyl.	Non/DB
● Union Pacific (Standard Scheme)*				
37-6501	2801	3200 gal.	2 Cyl.	Non/DB
37-6502	2804	3200 gal.	2 Cyl.	Non/DB
● Union Pacific (Lightning Bolt Scheme)*				
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N EMD SD70M

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176-7501	2591	\$105.00
176-7502	2599	\$105.00
176-7503	2608	\$105.00
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176-7505*	4839	\$110.00*
176-7506*	4841	\$110.00*

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Prototype photo Randy Moore



Prototype photo Paul Rome

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Tech 4
200

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Tech 4
220



Tech 4
260

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